

LESLIE'S WEEKLY



Remarkable Election-night Tumult at Herald Square, New York — Cheering Roosevelt

Drawn for Leslie's Weekly by H. G. Dart



PLAYS AND THEIR TITLES.—"Mercy Mary Ann."—Sketch.

WILSON WHISKEY

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New York, November 10, 1904

Price 10 Cents



THE MAYOR, OTHER OFFICIALS, AND INVITED GUESTS ENTERING THE SUBWAY AT CITY HALL FOR A RIDE ON THE FIRST TRAIN.



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GREATEST AND COSTLIEST RAILROAD TUNNEL IN THE WORLD GIVES NEW TRANSIT FACILITIES TO THE MILLIONS OF
THE METROPOLIS.—Levick. See page 437.

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NOTICE TO THE PUBLIC.

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LESLIE'S WEEKLY should always be asked to produce
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Leslie's Weekly has no connection with "Frank Leslie's Popular Monthly."

Thursday, November 10, 1904

What President Roosevelt Will Do.

WITH THE incoming of every national administration the public ear is alert to hear what it proposes to do, and more or less anxiety naturally attends for fear of unsettled conditions. Business often halts, great enterprises in process of promotion are sometimes sidetracked, capital waits for conservative assurances, and anxiety pervades business circles. But the election of President Roosevelt does not cause a single interrogation. What he intends to do he has already told us with his customary frankness, courage, and sincerity in his remarkable letter of acceptance, when he said: "We intend, in the future, to carry on the government in the same way that we have carried it on in the past."

When the President made this statement he flung a challenge to all his adversaries to unite and do their worst against him, and at the same time, like the bold and sagacious leader that he is, he gave to his followers the best inspiration of the campaign. On these lines thus laid down the battle has been fought and the victory has been won. It is a Roosevelt victory. The result is seen in the widespread and general satisfaction with which the outcome has been received. No halt has been called in any business enterprise, no uncertainty has been added to the financial situation, and no doubt regarding the future policy of the administration remains to be removed.

The entire country feels the freshening impulse of a Republican victory that guarantees for four years more sound money, a protective tariff, honesty and economy in the public service, fitness and ability as the best tests of official capacity, a safe and vigorous diplomatic policy, a Cabinet of the highest ability—led by our splendid Secretary of State, John Hay—and, above and beyond all, a President who has the respect and admiration, not only of his own people, but of the people of every other nation to a degree surpassing that accorded to any other President of the United States.

And we have the solemn word of the President that this great victory for peace and prosperity has been won without one single dishonorable or questionable pledge or promise made by him or in his behalf. The people have elected Theodore Roosevelt to the Presidency for the next four years. And he will be President!

Russia Carries the Torch.

THE EXTRAORDINARY, almost appalling, conduct of the Russian battle-ships, in firing on the Hull fleet of defenseless fishermen, without right, reason, or provocation, has astounded the civilized world and added to the intensely bitter feeling already existing between Great Britain and Russia. The tension all over Europe is growing. Russia's alliance with France is open, and with Germany probably secret, while Great Britain is allied with Japan. Germany is eager for trade throughout the world. Some suspect for this reason that it has a secret understanding with Russia to encourage the latter's attempt to control Manchuria, partition China, and subjugate Japan.

In the United States, where our enormous home-market demand taxes the resources of our fields and factories, we have not yet felt the acuteness of the competition for trade which Great Britain, Germany, France, and all Europe are experiencing. In these

days wars are fought for commercial supremacy. The Boxer outbreak in China was made the pretext for various claims for territorial aggrandizement, or "spheres of influence," by all the great nations of Europe. The United States alone stood for an open door and fair play for all. As Senator Depew recently said in one of his most eloquent speeches, "When the war between Russia and Japan comes to an end we will have something to say, and nothing will be done without our consent."

It is easy to see, under such conditions—with Germany especially eager to monopolize the markets of the world—that a single spark might light the battle-fires all over Europe. It hardly seems credible that the wanton attack on defenseless fishermen by Russia's fleet was deliberately inspired by a purpose to hasten the ending of the war with Japan by dragging all Europe into it, and spreading the conflagration to make it burn itself out the more quickly. But Russia's conduct in this matter is precisely similar to its action in many other cases. Its high-handed proceedings in Manchuria, in violation of its most positive and sacred treaty obligations and agreements, its seizure of British and American ships, including one that carried the United States mail, are fresh in mind. And now comes the crowning outrage in the North Sea.

Russia is not crazy, nor is it misguided. It is pursuing a relentless policy, inspired by a spirit of despotism and absolutism which, left unchecked much longer, must surely endanger the peace of all Europe and invite most terrible and far-reaching consequences.

Let Us Have Peace.

IT IS a most auspicious, hopeful, and significant fact that in a year notable above all others for the actual progress made in the cause of international arbitration, this series of great achievements in the cause of world-wide peace should be crowned with the decision made by the President of the United States to call a second peace congress at The Hague to discuss matters left unsettled at the first congress five years ago. This announcement, made with characteristic promptness by President Roosevelt to the members of the Interparliamentary Union, will be hailed with joy and satisfaction by all friends and advocates of peace throughout the world. It will inspire them with renewed hope and zeal in the great work in which they are engaged, and go far to offset the disheartenment caused by the bloody and horrible conflict now raging in the far East.

The world has grown not a little wiser in the ways of war since The Hague conference in 1899. It was several months ago that the observant London correspondent of the New York Tribune, in a letter to that excellent journal discussing the effect of the war in the far East upon public opinion in Europe, declared that this effect had been such that if a new peace congress were now called at The Hague it "would receive stronger support than the Czar's experimental council in 1899." We believe this to be true. It is certain that the cause of rational peace has received increased momentum from unprofitable wars since the close of the conference called by the Czar. England has had a costly experience in South Africa, where race feuds have not been healed nor industrial prosperity restored. Russia has entered upon a disastrous war without having a cause which appeals to the religious instincts of the masses of peasantry, and England and other maritime nations are listless spectators, since they know that they have nothing to gain and not a little to lose whichever antagonist may win.

It is evident, too, that the horrors and miseries of a war carried on with modern engineering as they are made to appear in the fearful slaughter of the battle-fields in Manchuria are having a profound effect upon the public mind, and disposing men everywhere to consider more favorably than ever before some rational means for the avoidance of such horrors in the future. A second peace conference at The Hague will have the great advantage over the first of bringing together a body of men to none of whom the idea of establishing a permanent peace tribunal can appear, as it did to many of the conferees in 1899, as a Utopian and impracticable scheme. Such a tribunal has actually been in existence for three years and, thanks also to President Roosevelt, has demonstrated its practical usefulness in the settlement of several international disputes. Thus it has been lifted out of the realm of dreams and visions and become a great and blessed reality, with a power and prestige which even the most cynical among the diplomats and militarists of foreign courts are compelled to acknowledge.

A second Hague conference will be certain to still further confirm the prestige of this international peace court, and will also enlarge its powers and widen its range of influence. It is eminently fitting that the call for a second meeting at The Hague, to carry forward and complete the work left undone by the first, should issue from the President of the United States. For not only does the permanent tribunal at The Hague owe its present status among the nations to the American government, but it has since appeared that The Hague conference in 1899, called at the instance of the Czar, would have come perilously near a fiasco had it not been for the courageous and insistent attitude of the American delegates. The late secretary of the American delegation has left it on record that the business went through at The Hague not simply because they had a hundred of the wisest men in the world there, but because behind the American delegation were the American people, showing in every action that they meant to have the thing go through.

He tells how the piles of messages, coming as they did from Sunday-schools and churches and boards of trade and other public bodies in America, attracted the attention of the delegates at The Hague as no other demonstrations did.

It is because, also, of the noble benefaction of an American citizen that the international court at The Hague is soon to have a habitation as well as a name, a magnificent temple of peace, whither all nations of the earth may go for the settlement of their quarrels and misunderstandings by a calm judicial process, as civilized and enlightened men should do. Thus the American republic, by virtue of what it has accomplished in the past, and by what it now proposes in the future, takes its rightful and true place as the leader of the world in the cause of peace.

The Plain Truth.

OUR IMMIGRATION authorities at the port of New York seem to be discharging their duties with efficiency and thoroughness. One day recently more than two hundred vagrants, who were brought over in a single lot upon one transatlantic steamship, were sent back by the Ellis Island authorities. Here is a lesson which should convince the ocean companies that they cannot now play fast and loose with our immigration laws, as they have been too ready to do at times in the past. It would be difficult to exaggerate the importance of strictly enforcing the statutes which prohibit the bringing into the country of the scum and refuse of other lands. The laws are wise and sound as they stand. Every steamship line must be forced to respect and obey them.

THE MOST notable address given before the peace congress in Boston was undoubtedly that of Secretary Hay, who spoke with emphasis, eloquence, and political insight. He evidently voiced the opinions of President Roosevelt, who had expressed to many of the delegates, when they called upon him on their way from a peace meeting in St. Louis, his purpose to call another session of The Hague conference as soon as practicable. No Secretary of State or other member of a Cabinet has attended the congress at any of its previous sessions in this or other lands. One of the delegates, the bishop of Hereford, declared that the precedent set by Mr. Hay would be remembered when the congress next met in England, where the Prime Minister occupied a position analogous to that of our Secretary of State. The foreign delegates expressed great enthusiasm at the interest taken in the movement by President Roosevelt and his promise to assemble the nations again at The Hague. While the United States was severely criticised for not having promoted the cause of arbitration between nations, even lagging behind other countries in this respect, the delegates evidently looked to this country to take the most advanced position in everything connected with the cause.

THE ONLY positive and lasting good that is likely to come to the world from the desperate and bloody conflict now raging in the far East may be found in the startling object-lesson it affords both as to the enormous cost of war and its inherent and inevitable savagery and hellishness. From reliable sources it is stated that the war is costing each of the nations engaged not less than from fifteen to twenty millions of dollars per month, a rate of expenditure which will soon heap a staggering burden even upon such a prosperous nation as Japan, which has hitherto been practically free of war debts. As for those whose minds have hitherto been influenced chiefly by the pomp and circumstance of war, they can hardly fail to be impressed in a contrary direction by the gruesome and awful tales of slaughter and suffering coming from the battle-fields of Manchuria. The general opinion of impartial observers is that the Japanese are the better soldiers; but no call to die has yet been disobeyed on either side, and the future history of the war will be choked with heroic "incidents." The special feature of the war, indeed, seems to be that the troops on either side can be stopped only by actual slaughter, amounting in many instances to more than fifty per cent. of their strength. If the war continues, as many observers expect, for three years, both nations will, in Bismarck's phrase, be "bled to pallor."

THE PROBLEM presented by the "decline in church attendance" formed a not very cheering subject for the opening deliberations of the English church congress, but one which undoubtedly merits the most earnest attention of the body which is, perhaps, best fitted by its widely-comprehensive character to deal with the question. The Rev. A. R. Buckland pointed out that in lesser London, while population had increased by about five hundred thousand in the last seven years, the attendance at churches in the same area had fallen by over one hundred thousand. We have no means of judging whether these figures may represent an extreme case, or merely a typical example of what has occurred in other large towns. Even if they stand alone they are sufficiently striking. While many causes must contribute to these deplorable results, and not least the unprogressive state of the church in a progressive age, we think that Sir Edward Russell was unquestionably right in emphasizing the importance of "competent preaching." We cannot join with Sir Edward in regarding reform in this direction as the "sole remedy" for the declining attendance, but we are convinced that if preaching were generally reduced in quantity and raised in quality a marked increase in the size of congregations would very rapidly ensue.

PEOPLE TALKED ABOUT

CONSIDERING THE almost unbroken line of successes which the Japanese have achieved on land and sea since the beginning of the present war, it is not surprising that Japanese statesmen and public leaders should already begin to reckon, with an air of pardonable assurance, upon the disposition they will make of the fruits of the war as they shall fall into their victorious hands. Of special interest, in this connection, are the views of Baron Suyematsu, a distinguished Japanese statesman and former minister of the interior, who has recently been in London. The baron positively disclaims for his country any disposition to "Japanese" China or to take advantage of a victory over Russia to seize upon Korea or Manchuria. Korea, he declares, will be put under the protection of Japan, but her independence will be maintained, whereas Japan will seek to secure an international guarantee that Manchuria "shall always belong to China, and that China shall never hand it over to any other Power." As for the Russian railroad through Manchuria, that "will be made international and strictly and exclusively commercial, with its access to the sea at Port Arthur." These aims are certainly liberal and humane for a conquering nation to entertain, and if the event proves that Baron Suyematsu is right, neither Russia nor any other nation interested in the far East will have just reason for complaint.



BARON SUYEMATSU,
A Japanese statesman who views the prospects before Japan hopefully.

It is a fact not without its special significance that the most thoughtful, impressive, and memorable addresses delivered at the recent peace conference in Boston were those of women delegates, foreign and American. Among the foreigners was the Baroness von Suttner, the leader of the peace movement in Austria, whose book, "Lay Down Your Arms," has had an enormous circulation all over Europe. Although the baroness speaks in broken English, she has captivated her American audiences by her earnestness and originality and by her gracious and winning manner. But most remarkable of all was the little Chinese woman, Di Yamei Kin, who appeared before the congress in her national costume and pleaded for the cause of peace in a sweet, clear voice and with her thought clothed in most exquisite English. In her manner and in her range and power of utterance, this dainty Oriental woman was a marvel to all who heard her. Another truly eloquent and persuasive speaker was Mrs. W. P. Byles, wife of a member of the British Parliament. For America there came before the congress such noble and representative women as Julia Ward Howe and Jane Addams. Advanced age prevented Mrs. Howe from speaking but briefly, but Miss Addams made addresses at several meetings, her utterances being characterized, as always, by clearness, independence, and originality of thought.

TO THE GENERAL public, unacquainted with the inner workings of the great railway corporations of the country, the resignation of Mr. L. F. Loree as president of the Rock Island system has come in the nature of a great surprise. Mr. Loree was called to this position from the presidency of the Baltimore and Ohio road considerably less than a year ago, and his accession was considered as a great move for the Rock Island management at the time. It is said that Mr. Loree subsequently incurred the enmity of President Cassatt, of the Pennsylvania Railroad, and the latter has used his influence in the Rock Island to secure the practical deposition of Mr. Loree. The latter has been a railroad man all his life. He first came into fame at the time of the Johnstown flood. He was then division superintendent on the Pennsylvania lines west of Pittsburg, but came east to Pittsburg to take charge of the reconstruction of the bridges on the Pennsylvania road. He once swam a stream with a rope in his teeth to start a new bridge, and from the date of that incident his advance was rapid. Mr. Loree received \$875,000 for the months during which he was head of the Rock Island. He was under contract for a salary of \$75,000 a year for five years, the money to be paid whether he served his entire time or only two days of it. That brought \$375,000 of the \$875,000. The remaining \$500,000 was a bonus to induce him to leave the Baltimore and Ohio and accept the presidency of the Rock Island system.



MR. L. F. LOREE,
The railroad man who was given a bonus of half a million.

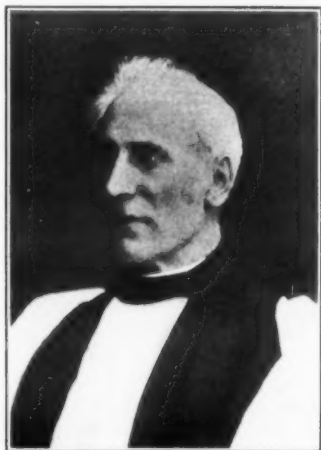
THE LATE Prince Herbert Bismarck was far from being a "chip of the old block" with respect to skill in public debate. His wordy duel in the Reichstag with Count von Bülow, some three years and a half ago, was an instance of this. Von Bülow had called the Chinese question a vital one for Germany, and Prince Bismarck rose and made a vitriolic speech, in the course of which he suggested that the question was vital in the chancellor's view because he wanted Germany "to get her millions back." Von Bülow turned the laughter of the chamber upon Bismarck by a suave tribute to the "friendliness" of his speech and Bismarck never forgave it.

NO RAILWAY lines in the country have been managed more progressively and successfully than those of the great Vanderbilt system. The association of the name of Vanderbilt with any railroad is regarded as a guarantee that the latter will be operated in the most skillful manner and with due regard to the needs of the public. Members of the famous family for generations have evinced a genius in the administration of transportation enterprises. It is gratifying to know that this hereditary ability shows no signs of dying out. Mr. William K. Vanderbilt has of recent years displayed a capacity for railway management that would have done credit to any of his predecessors, and now his son, Mr. William K. Vanderbilt, Jr., has begun to loom up as one of the possible magnates in that most important field of activity. This young man has been for some time actively interested in railway matters, and has exhibited so much talent and fitness for the work required of him that he has recently been elected a director of the Lake Shore and Michigan Southern Railroad. The election formally opens up a promising career for Mr. Vanderbilt, and is interpreted as indicating that he will in course of time succeed his father as the representative of the Vanderbilt family who shall care for its immense railroad interests. With his inherited qualities and the experience he is certain to have, it is safe to predict that the young director is destined to be one of the foremost of American railway kings.



MR. WILLIAM K. VANDERBILT, JR.,
Who has entered upon his railroad career as director of the Lake Shore.

AMONG THE many distinguished men of other lands who have honored this country with their presence this season, none has possessed a more gracious and attractive personality or has made a more lasting impression on those who have been privileged to hear him than the Rt. Rev. John Percival, Bishop of Hereford. He came to America to attend the Boston Peace Congress, and his addresses before that body, and afterward in New York, Philadelphia, and other cities, were memorable for their candor, simplicity, and earnestness. Dr. Percival was headmaster of the famous school at Rugby from 1887 until 1895, when he became bishop of Hereford. He was also at one time president of Trinity College, Oxford. He is a man of uncommonly broad and tolerant views, and is highly esteemed among English Nonconformists because of his generous and kindly attitude toward them. He has had the moral courage to stand alone in many a controversy over great public issues, and he was a strenuous opponent of the Boer war, as he is now of the militarist policy of the British government. In a speech which he made at Cooper Union, the bishop declared that civilized nations to-day are suffering from an "epidemic of militarism." At the close of this speech the bishop said: "But I must frankly say that to the United States more than any other country in the world I look for the great influence that will bring peace to all nations, and peace in industrial conditions to all men. I can safely prophesy that hand in hand America and England will lead the world in respect for the law and good-will and peace among the working multitudes."



THE BISHOP OF HEREFORD,
An English prelate of radical views on war and peace.

ONE OF THE finest and most desirable berths in the gift of the United States Navy Department is that which has recently been conferred upon Rear-Admiral Coghlan as commander of the Brooklyn Navy Yard. The appointment comes as a just and fitting reward for long and gallant service. The new commander is a Kentuckian and a graduate of Annapolis. He entered the service in 1865 on the *Sacramento*. His first command was the iron-clad *Saugus*, attached to the North Atlantic station in 1875-76. Afterward he commanded the *Colorado*, *Monongahela*, *Independence*, *Adams*, *Mohican*, and *Raleigh*. He served under Admiral Dewey in the latter vessel in the battle of Manila Bay. Until he went to the Naval War College, a few months ago, Admiral Coghlan had command of the Caribbean squadron of the North Atlantic fleet. At a club dinner in New York, a few years ago, the admiral created a sensation by singing or reciting verses ending with the words, "Hoch der Kaiser"—a take-off on the German Admiral Dietrichs, who is supposed to have made himself officious at Manila, and also a criticism on Kaiser Wilhelm II. Each verse of the poem ended with "Me and God," supposedly expressed by the Emperor. It is only fair to say that the admiral recited the lines with great reluctance and almost under protest, and supposed that no reporters were present. The incident led to ill-feeling in Germany, but Admiral Coghlan very properly escaped official censure.



REAR-ADMIRAL J. B. COGHLAN,
The popular new commander of the Brooklyn Navy Yard.
E. Muller.

WORD COMES from Lima, Peru, that Miss Annie S. Peck, the plucky American woman and noted mountain climber, has succeeded in ascending Huascan Mountain to a height of 21,000 feet, and was only prevented from reaching the summit by immense crevasses. This is one of a series of daring feats in mountain climbing achieved by Miss Peck. She has crossed wide snow crevasses and crept up walls of ice in mounting to the top of the Matterhorn in Switzerland, and climbed in rope-soled boots to the highest top of the Fünffingerspitze in the Tyrol. In 1897 she climbed to the summit of Orizaba, Mexico, the highest point ever reached by a woman. She sailed from New York for South America on June 21st. Miss Peck, in her Southern American expedition, took with her a suit of beautiful Esquimaux furs given her by Lieutenant Peary, the Arctic explorer. She and her party carried with them parched maize and native wine, desiccated foods, and the staple marching food of the German army, *erbwurst*. Miss Peck climbs in knickerbockers. She is a middle-aged woman, a native of Michigan, and a graduate of the university of that State, and was formerly a professor of Greek and archaeology. She is noted for her determination and force of character.

THE BOLDEST talker for law and order in the South is the Rev. Quincy Ewing, the genial and cultured rector of the fashionable Church of the Advent, at Birmingham, Ala. Three years ago he got a national hearing for sermons denouncing lynching in any form and for any cause. These were preached in his little Mississippi parish, in the very hotbed of anti-negro sentiment. Copied and discussed all over the country, they brought the fearless preacher many calls, which were all declined, until he received a summons to his present charge in the centre of a turbulent mining population. There, in one year's time, he has made telling headway against that lax administration of law which has so injured the South. Mr. Ewing descends from old, aristocratic families, large slaveholders on both sides. One of his grandsires was the famous Ephraim M. Ewing, chief justice of Tennessee. Mr. Ewing was born and reared at Ariel Plantations, Lafourche Parish, La. First instructed by his mother, he later went to the universities of Louisiana and of The South, at Sewanee. He was graduated from the latter in 1887, and from its seminary in 1889. He was, first, canon at Trinity Cathedral, Cincinnati; next, at St. George's, St. Louis. Afterward he was made dean of Christ Church Cathedral, New Orleans, within six months of his ordination by Bishop Tuttle. Dissatisfied with himself, Mr. Ewing left the ministry, studied law, and practised in Tennessee and Missouri. In 1895, reconvinced, he was readmitted to the ministry by Bishop Sessums, of Louisiana. He was soon called to the little Greenville church, where his earliest famous sermons were preached.



REV. QUINCY EWING,
A fearless Southern preacher who has strongly denounced lynching.—Bell.

Notable Inauguration of a University President

By Professor E. Charlton Black



PROFESSOR BORDEN P. BOWNE,
LL.D., dean of the graduate department of
Boston University.—Taylor.



HON. JOHN L. BATES,
Governor of the State of Massachusetts.
Partridge.



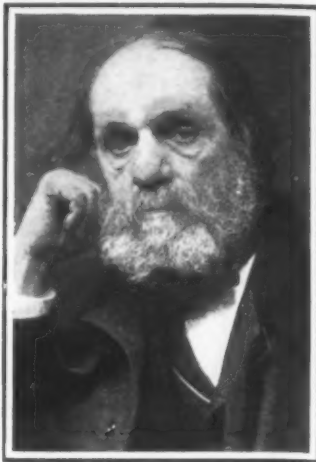
HON. AUSTIN B. FLETCHER,
LL.D., member of the Boston University
board of trustees.—Pack.



REV. DR. WILLIAM F. WARREN,
Ex-president of Boston University.
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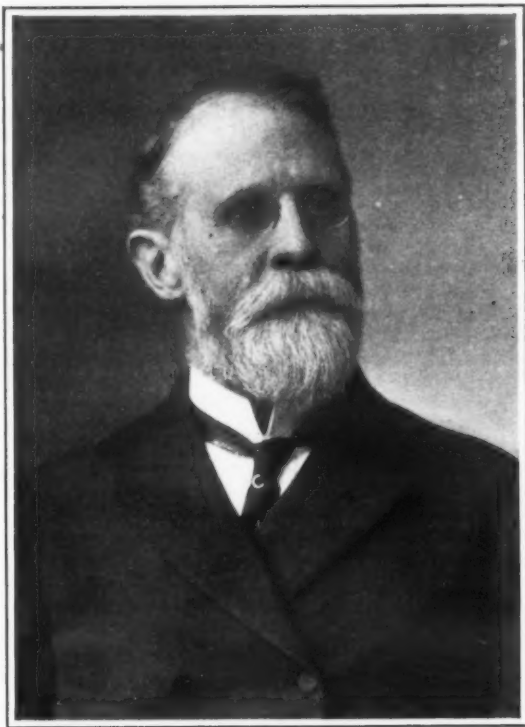
BISHOP D. A. GOODSSELL,
Of the Methodist Episcopal Church.
Blakester Studio.



REV. DR. EDWARD EVERETT HALE,
The famous preacher and author.
Rockwood.



DR. CHARLES W. ELIOT,
President of Harvard University.
Pack.



REV. DR. WILLIAM E. HUNTINGTON,
The new president of Boston University.—Copyright, 1904, by
J. E. Purdy.

THE RECENT inauguration of the Rev. Dr. William E. Huntington, as president of Boston University, was made memorable by what is said to have been the most distinguished gathering of educated people Boston has ever seen. It was the first ceremony of the kind in the history of the institution, Dr. Huntington's only predecessor in the office, the Rev. Dr. William F. Warren, having been installed at the founding of the university thirty-five years ago without formality. The inauguration exercises took place in Tremont Temple, which was crowded to the doors with a brilliant audience that included many men and women of influence and note. About forty universities and colleges were represented by their presidents or members of their faculties, and among others present were leading men of letters, scientists, business magnates, and public officials. The beautiful building was richly decorated with festoons of bunting and flags, which reached from the dome to the grand organ, the college colors, red and white, showing themselves everywhere. Alumni of the university and men and women prominent in the educational world occupied reserved seats on the floor; the students filled the balconies, while on the platform were the special guests of the day, the speakers, representatives of State, Federal, and city governments, and representatives of other universities. Prominent among the men and women on the platform were the Governor of Massachusetts, the Hon. John L. Bates, who is an alumnus of Boston University and a graduate of both the college of liberal arts and the law school; President Charles W. Eliot, of Harvard University; President Pritchett, of the Massachusetts Institute of Technology; President Hazard, of Wellesley; Dean Irwin, of Radcliffe; Bishop Lawrence; Bishop D. A. Goodsell, of the Methodist Episcopal Church; the Rev. Dr. Edward Everett Hale, and the president of Holy Cross College—representatives of as cosmopolitan and catholic an academic assembly as ever met in Boston. As almost all the university representatives wore the hoods and gowns of their respective institutions and the gorgeous insignia of honorary degrees from European seats of learning, the spectacle was a brilliant one.

The inaugural procession moved down the main aisle of the Temple amid intense enthusiasm, the whole body of students, alumni, and guests rising. The procession entered and made its way to the platform in five divisions, as follows: First division, the officers and speakers of the day; second, members of the Boston University corporation; third, representatives of other colleges; fourth, members of the faculties of all departments of the university; fifth, specially invited guests not representatives of colleges.

The Hon. Austin B. Fletcher, A.M., LL.D., of New York, wearing the rich robes and hoods representing his academic degrees, presided. Like Governor Bates, Mr. Fletcher is a graduate of the school of all sciences and the law school of Boston University, and is one of its most valued and honored trustees. He made a dignified and effective president, and introduced the various speakers in words of singular significance and emphasis. As the ceremonies were conducted entirely in English, and each of the addresses, with the exception of President Huntington's, was less than fifteen minutes in length, the interest of the immense assemblage never flagged for an instant.

The programme of the occasion comprised an organ prelude by Mr. John Patton Marshall; responsive reading by Rev. Dr. Hale; prayer by the Rev. B. P. Raymond, president of Wesleyan University; ad-

resses by Governor Bates for the commonwealth of Massachusetts, President Eliot in behalf of educational institutions, Bishop Goodsell in behalf of the churches, Professor Borden P. Bowne, dean of the graduate department, for the university faculties; "The Charge of the Founders," by ex-President Warren, who gave the university over to President Huntington; President Huntington's inaugural address, and the benediction by

the Rev. Poindexter S. Henson, pastor of the Tremont Temple Church.

In his address Governor Bates remarked that Massachusetts was a small State, but its power and influence extended the world over. Its influence had come from the opening of its halls of learning to students from every State. President Eliot, among other things, said:

The firmest and most universal belief among the heterogeneous people called Americans is belief in education. There are many evidences of the strength and universality of this belief—great national, State, and municipal appropriations, the interest of all religious denominations, the ambition of American parents to give their children a better education than they themselves received, and the characteristic use of accumulated money by rich Americans in the endowment of education. At the bottom of all this activity and generosity on behalf of education lies the conviction that the uplifting of any people depends on the wisdom and energy of its institutions of education. The educational agencies in our country are so numerous and various, and their activities so often seem to be in some measure competitive, that it is well for us now and then to bring home to our own minds the fundamental fact that all these agencies are actuated at bottom by the same profound faith that they are contributing, each in its own way, to the one fundamental work which must be done for each generation in an improving democracy.

Bishop Goodsell declared that there had been a tendency of late to place laymen in the position of executives of our large universities, but ministers were content to rely upon the clergy for the university presidency. In Dr. Huntington the ministry saw a worthy successor to Dr. Warren. Professor Bowne, in giving the greetings of the faculties to Dr. Huntington, deprecated strongly the tendency to shorten the college term. Ex-President Warren delivered the charge from the point of view of one who had borne the responsibilities of office. He expressed the importance of adhering to time-honored traditions of education. This, he held, must be combined with a business-like administration and an adaptation of the advances in educational theory. He closed with the admonition to build for the future in all matters of university policy.

President Huntington, in part, said:

The present condition of education in our own land by no means justifies the conclusion that America has reached a perfect system, or found the exact definition of education. We are still experimenting, and the empirical method, while it leads to a great diversity in the means used to educate the young, has this advantage—all sorts of disciplines are actually applied. The university has a place in modern life that is distinctive and commanding. Now, I am ready to ask what the public—the community that stands about this institution of the university—may expect from it? What kind of a man or woman may

the public reasonably expect a college graduate to be? I answer as follows: The graduate with the first degree in arts, science, or letters may be expected to know a few things thoroughly, many things somewhat superficially. College authorities must see to it that neither the elective principle nor a wide range of studies offered shall subtract from the fine quality of scholarship that is demanded to-day. To-day the world will have only high-grade ability to undertake its enterprises, to guide its institutions, to run its machinery, to be the leaders of its multitudinous affairs. A fully equipped university should be able to furnish its students the preparation for all the varied occupations that require exact, professional training.

The university asks of the public recognition as an institution of public defense. Sound learning means safety for the child, the city, the nation. The institution that stands for sound learning is not simply an ornament to its community; it is a power—not merely a power to resist, but to initiate, to move, to direct, for the good of social and civil life.

The addresses were all received with pronounced tokens of approval, and the occasion was in every respect a success. The opinion was generally voiced that under Dr. Huntington's administration the continued development of the university along the best lines was assured.

It is only thirty-five years since a university was founded in Boston bearing the name of that great centre of intellectual light and literary activity. It was in 1869 that the munificence of the Hon. Lee Claflin, Isaac Rich, and the Hon. Jacob Sleeper created Boston University, and procured for it a charter from the Legislature of Massachusetts. William Fairfield Warren, the distinguished scholar, was appointed the president of the new institution, and within seven years seven colleges and schools were in successful operation within the university organization. What has given Boston University a unique place among the higher institutions of learning in New England is that, from the first, it has moved along the broadest lines; it has been co-educational in all its departments, and it has been open to all sects and races. It was this characteristic of the university which led Emerson to welcome it and to lecture to its students, and which won for it such patrons and advisers as Whittier, Wendell Phillips, Theodore Parker, Julia Ward Howe, and Thomas Wentworth Higginson.

From the first the faculty of Boston University has numbered famous men among its scholars. Dr. Hudson, the Shakespeare editor, was professor of English literature for upward of six years; Elizabeth Stuart Phelps Ward, the first woman ever associated with a college faculty in New England, was a lecturer and instructor there, and Alexander Graham Bell, the inventor of the Bell telephone, taught in Boston University during the first years of its history. To-day the international reputation of Dr. Bowne attracts students from all parts of the world to the courses in philosophy and theism.

Until two years ago Dr. Warren continued to control the destinies of the institution; and then, in his seventieth year, he resigned. He had seen the number of students increase to a yearly average of 1,250, representing twelve foreign countries and thirty-three of the States and Territories of the United States. In the last year of his presidency, students already possessed of literary or professional degrees, came from seventy-two American and foreign colleges, universities, and professional schools, to attend the graduate school of arts and sciences of which Professor Bowne is dean. Within a year of the resignation of President Warren the trustees of the university unanimously chose Dr. William Edwards Huntington, Ph. D., LL.D., as his successor. As dean of the college of liberal arts since 1882, Dr. Huntington was familiar with everything connected with the institution. His appointment was hailed with enthusiasm by the students, the faculties, and by every loyal friend of the university; and Boston has witnessed no more impressive or dignified ceremony than his inauguration as president.

The World's Costliest Railroad—New York's \$68,000,000 Subway

By Henry McMillen

NOW THAT he has been able for a few days to ride to and from his business on a railroad which cost more for its length than any other in the world and which has the cheapest fare, the New Yorker has come to look upon the new subway as a matter of course. If he is going up town, homeward bound, he remarks to his companions: "I'm going up the flue." Some railroads have been constructed at a cost of \$15,000 per mile; others have cost from \$30,000 up to \$200,000. New York's underground-trolley road on Broadway cost \$225,000 per mile. These figures afford no comparison with the expense of constructing the New York underground railroad. When it is entirely in operation this road will be about twenty miles in length. Its cost will be \$40,000,000. That is \$2,000,000 per mile. About eight miles are now in operation. The fare is five cents. When the remaining sections shall be opened the fare will be the same. The city of New York has paid the cost of construction, and the \$40,000,000, with interest, year by year, must be repaid by the operating company. Nickel fares must do this. If the cost were represented by five-cent coins placed edge to edge, there would be a line more than one hundred and fifty miles long.

The subway, the most costly, the most convenient, the most capacious, as well as the longest tunnel in the world, represents the climax of forty years of agitation and of something more than four years of actual work. Manhattan has always, on account of its length and narrowness, had a problem of transportation. This problem is always about to be solved, but never has been—probably never will be, with present resources. The first effort in that direction was made when the stage lines were put on Broadway, Fifth Avenue, and other thoroughfares, before the war with Mexico. The stage-drivers were picturesque, alert, profane, and reckless. In the year 1848 they ran over and killed, or mortally injured, forty-two persons.

In 1860 horse-car lines were opened on Eighth and Third avenues. The stage-drivers were bitterly opposed to the horse-car. They were a power in politics. For some years franchises for street railroads were difficult to obtain. They were got for a price, however. The opposition of the stage-drivers increased the prices. The climax of corruption was reached when the franchise for the Broadway railroad was passed by a boodle board of aldermen. In half a century many improvements have been made in surface transportation. But long ago the fact became patent that the streets of New York were not sufficiently capacious for what may be called the ordinary traffic and for car lines.

Really the agitation for some means of transportation away from the surface was commenced in 1860, and since that time schemes and plans innumerable have been suggested. One called for an elevated sidewalk and railroad, the cars to be drawn by horses. A moving sidewalk, on the level with second-story windows on Broadway, was proposed in 1868. An overhead tunnel or tubular railroad was planned in 1872. The first underground project was placed before the public in 1860. It called for four tracks under Broadway, two for passengers and the others for freight. In 1869 there was actually constructed an experimental section of underground road under Broadway, between Warren and Murray streets. This experiment demonstrated that the fear so often expressed that a subway would undermine the foundations of large buildings was without basis. This tunnel was never extended. In the course of years it passed out of memory. But it is still there.

Arguments against underground railroads were so numerous and the opposition so set that it was exceedingly difficult to procure charters for them and utterly impossible to secure money for construction. An experimental elevated railroad was constructed on Greenwich Street in 1871. The structure was supported on single columns and it was called "the one-legged railroad." It demonstrated the practicability of railroads in the air. In 1875 the law under which the present elevated railroads are operated was passed. Governor Tilden, in signing this law, said that the true method of rapid transit was by underground railroads, and he added that the elevated railroads would be unsightly makeshifts, which must ultimately come down. That ultimate time has not yet been reached.

The elevated railroads furnished sufficient transit facilities for, say, ten years. Then the agitation for an underground means of transportation was renewed. The Legislature had, in 1875, passed an act authorizing the appointment of a board of rapid-transit commissioners. No action was taken under this law until 1891. This board recommended the construction of a steam railroad on a viaduct from the Brooklyn Bridge to Astor Place, and a subway thence up to Forty-second Street. This was an entirely inadequate solution of the problem. In 1891, however, this board laid out an underground route from the Battery to One Hundred and Sixty-ninth Street. Capitalists could not be induced to undertake its construction. The real rapid-transit commission, which after ten years of work has been able to give the metropolis underground transit, was appointed under an act of the Legislature passed in 1894. When this commission found that it could not get private capital to take the franchise for the road it had planned, it obtained from the Legislature power to submit to the

people of the city at the ballot-box the question whether the city should supply the funds for construction. The reply was in the affirmative by a large majority. That reply was given in 1894, the year the commission was created. After that there were delays. But the end was in sight. Finally, on March 24th, 1900, the actual work of construction was commenced. Of the engineers' problems solved, of the mechanical difficulties, of the financing, and of other details no mention need be made here. It is sufficient to say that the eight miles completed were opened to the public on October 27th last. To-day the thousands who ride up and down this road would laugh if they were told that ten years ago a learned judge of the Supreme Court, in an opinion pronounced from the bench, asserted that the conditions under which the road was to be built, and under which it actually has been constructed, were "absolutely impossible."

The greatest crowds are always at the Brooklyn Bridge station. Daylight floods this commodious terminal. With its enameled tiling—also seen in varied patterns at other stations—it is altogether an inviting place. As the traveler is whirled along up town from this station he passes into semi-darkness. The pillars which support the structure on which the streets above are held are painted white. There is an odd sensation felt as the train shoots by these pillars. One seems to see alternate waves of white and black in constant succession. Habitual travelers have learned not to look out of the car windows at these flutters of light and darkness. To do so causes headache. The City Hall station is a mere loop for local trains. It is small and yet it is ornate. Indeed, as one passes the stations in rotation there is a sense of satisfaction in realizing that use and beauty have been united. The train, if it be a local, stops at Worth Street, near the wholesale district. Then it passes on to Canal Street, once the leading retail street of the city, and now a useful highway from river to river. The next stop, you learn from the guard, is at Astor Place. If you choose you may step out and wait over a train, while you leisurely, at this station, which is not crowded, examine the methods of construction and recall a few salient facts and figures about this grand work. Thus you can form a better idea of this twentieth-century achievement than you could from written description. Beyond the tiled walls of the station the sides are bricked. The street is supported by steel pillars and cross beams placed at intervals. The cross beams carry cement arches with slight curves. The platforms are of cement. At local stations, like this at Astor Place, they are on the sides of the local tracks. Express stations have an additional platform in the centre, with two tracks on each side. Passengers reach this platform from the others or the others from this by crossing on overhead stairways. Everywhere there is a sense of roominess and solidity, as well as cleanliness, in contrast with the stations of the elevated railroads. The tracks are ballasted with stone, like those of the great trunk lines. They rest on rock and are firm, as they should be for a railroad that will carry more passengers than any other single line yet constructed.

We already know that the cost of construction will be \$40,000,000. Equipment will add \$28,000,000 to this. The steel beams and girders in place weigh 124,000,000 pounds. There was excavated 3,250,000 cubic yards of material. As many as 10,000 men have been employed on the work at one time, and the road will give permanent employment to 1,000 persons. During the construction there were fatal accidents which cost fifty lives. From Astor Place the train quickly passes by several stations until Forty-second Street is reached. Here is a station next in importance to the Brooklyn Bridge terminal, for it is under the entrance to the Grand Central depot. At this point the road, which has been running almost due north, turns to the west to Broadway, up which it runs to the One Hundred and Third Street station, just north of which it divides, one branch turning to the east and proceeding under Central Park and Lenox Avenue to the Harlem River, beneath which it is carried by a tunnel, and thence northeast to Westchester Avenue, where it emerges to the surface, and proceeds thence to Bronx Park by an elevated structure. The main line continues up Broadway. At One Hundred and Twenty-second Street the stranger is treated to a surprise. He has been riding along in semi-darkness when suddenly his train emerges into the broad daylight, and Grant's Tomb is in sight. For several blocks in this vicinity there is a considerable surface depression, and it was more convenient to carry the road overhead on elevated pillars than to sink it. The tunnel construction is soon entered again, and it continues until One Hundred and Forty-fifth Street, the present northern terminal, is reached.

People describe with great variety the sensations they experience in riding through the subway. The most marked, but not the best understood, is that of novelty. The subway eye and the subway headache are already talked about. The former is due to the constant straining of the eyes in peering into the darkness. Soon every one will learn that the subway is not a scenic road. The headache is due to the same cause, and the remedy is the same. Many who have used the subway daily since it was opened say they like the air, but after riding for some minutes they feel a chill and notice dampness. Already these

are recognized as symptoms of a new disease which has been named subwayitis.

The one weighty criticism that will be passed upon the subway is that it is not a direct route to either the upper East or West side of Manhattan Island. This will prevent its accommodating as many people as the elevated railroads, which are more direct. But it is to be remembered that this road, secured after much tribulation, is the forerunner of many of its kind. Already another, to run up Lexington Avenue, has been planned. Another one will run from the Battery up Sixth Avenue, and either Amsterdam or Eighth avenue. These additional routes, especially when they are operated in connection with the present subway, will carry passengers along the natural lines of transportation on the East and West sides of Manhattan Island.

The tunnel era has just opened. Next year passengers will be carried under both Hudson and East rivers. Soon after, the additional facilities of the New York Central and the Pennsylvania Railroad will be in use, and the former will provide for suburban as well as through travel; while the latter, in addition to adding to the convenience of long-distance journeys, will afford facilities for cross-town transportation as well as for interborough communication east and west. Twenty years hence there will be another city under Manhattan, a city with its railroads and shops and conveniences, so inviting that the traveler will have no need to ascend to the surface. All this will be due to the regard which the few capitalists have for the nickels of the many.

How the President is Guarded in New York.

(See illustration on page 443.)

CELEBRITIES are so numerous in New York City that a lively fire or a street-car accident attracts a larger crowd than even the President of the United States. A distinguished foreigner who has been much heralded is more interesting to the curious than the foremost American. The metropolitan police made extensive and elaborate preparations for the reception of Prince Henry of Germany, but when President Roosevelt passes through the city the police arrangements are simple in the extreme.

A Cabinet officer or a noted Senator who would attract a gaping mob in a Western city is scarcely heeded in the metropolis. Public men who for years were before the gaze of the people suddenly disappear from view. After months one inquires, "What has become of Senator So-and-So," or "Secretary Blank?" and finally some one is found who remembers that the Senator or the secretary is "practising law in New York now." Ex-Speaker Reed when he lived was frequently seen on the streets in New York, but few turned for a second look. No one stares at Secretary Carlisle, and such prominent public men as Senator Platt and Senator Depew and ex-Senator Hill are so frequently seen in the metropolis that even the persons who recognize them do not pause to gaze. The President, of course, attracts a crowd of spectators—but a crowd not to be compared with that which would greet him in a Western city—and there is always danger of a blockade and the crime of the fanatic. So the metropolitan police have an established method for the escort of the chief executive.

Police headquarters is first notified from Washington of the time and place of the President's expected arrival in New York. The information is sent from headquarters on Mulberry Street to the captains of the precincts within the bounds of which the President will land on the island of Manhattan and depart from it. At the same time headquarters details a squad of mounted police, usually taken from the Central Park precinct, to act as an escort, and the chief of detectives selects two men to act as a guard to the chief magistrate. A high executive officer in the department, usually one of the deputy commissioners of police, sometimes the commissioner himself, becomes a reception committee of one to the President. The captains of the precincts in which the head of the United States government makes his arrival and departure detail for this special duty usually half a dozen men in each precinct, so that a deputy commissioner, five mounted policemen, two detectives, and a dozen patrolmen are the total special force employed in protecting the President during his passage through New York.

On his last trip through the city Mr. Roosevelt landed from a ferry-boat at Twenty-third Street on the North River. A procession was immediately formed, which crossed the island through Twenty-fourth Street and which ended at Twenty-third Street and the East River. Five mounted police were at the head of the line. Behind them rode the President in an open carriage with Secretary Loeb and the third deputy police commissioner of New York. Behind them in carriages were the secret-service men, who always accompany the President, and the two detectives from New York police headquarters. A crowd which had read of the President's expected arrival thinly lined Twenty-fourth Street from one end to the other, but there was little demonstration.

It is the boast of the New York police that no harm has ever come to a President while in this city, and for many years practically the same method has been followed for protecting the chief executive.

TOBACCO'S PROMINENT PART IN JAPAN'S SOCIAL LIFE

BY ELEANOR FRANKLIN

YOKOHAMA, October 17th, 1904.

IT DOESN'T take a stranger in this strange land long to learn that the Japanese are smokers first and—anything else afterward. Wherever Japanese are, there also are clouds of smoke, and because one sees these continually, because they are so ever evident a part of the most ordinary life of Japan, I am constrained to attempt a short essay on the dear quaintness of some of the customs connected with the use here of the weed. Haramiya Kichi Kuraku, good Japanese and splendid gentleman, wrote:

"What a fascination there is in thee, beloved and much too much cherished Lady Nicotine! Truly, women, our erst-while so sweet, so modestly retiring and so gentle women, had much better leave their strange, new, and most unbecoming pursuit of what they are pleased to call 'woman's rights'—strangest new thing in our new Japan!—and bethink themselves of thee and of the disintegration of thy subtle, sweet charm, oh, ubiquitous lady! It seems evident that with the advance of their progress women have quite neglected the natural law, in virtue of which every action has a contrary and equal action. While they gain ground in one direction they lose ground in proportion as they gain, while thou dost, oh, beauty Nicotine, assiduously labor to entice men to thy nebulous delights, thy glorious land of soothing, sweet forgetfulness! Each day produces some sweet-scented smoke-plant, growing, growing, growing with the measured tick of time, cared for by thee, proud Cloudland-Queen with the love of a benign mother; developed by thee into a fullness of preparation for its next domain—the great domain of sweet seduction. Thou art mistress of lightning transformation! A transcendental lodo-star thou, shifting the scenes of domestic jars, of turbulent torrents of garrulous femininity—she-tongues!—into a dreamland of luxury and loveliness! Thou art marvelous, my Lady Nicotine!"

This does not sound like Japanese sentiment, but Haramiya Kichi Kuraku San lived too long in the atmosphere of an English university, I suppose, to be yet wholly Japanese, and it is a commentary upon Japan's progression that one of her brown sons should know such thought, to say nothing of being able to express it in a borrowed language. He was doubtless ensconced behind the "nebulous delights" of a Havana filler when he wrote, for I think his thoughts would have been vastly different had he been sucking "sweet seduction" through the slender stem of a *kiseru*.

I think every man, woman, and child in Japan smokes. This may be an exaggeration, especially as regards the children; but it is no exaggeration to say that smoking is as much a part of the every-day life of the people as is eating or drinking, and it is indulged in by women with the same innocent, nonchalant enjoyment as is exhibited by the men. It was a bit of a shock to me when I first came to Japan to come face to face with this fact before I had an opportunity to form any sort of impressions of the little women in whom I was prepared to be so interested. I landed at Nagasaki and almost immediately took a train for Moji, whence I was to go for a trip through the interior. It was early morning, and being in the midst of the rainy season, everything was soggy damp.

The first-class carriage into which I was shown was anything but first class; it was unclean and badly ventilated, and its only other occupants were two Japanese ladies and a man. The women had evidently just finished breakfasting in the car, and were now sitting on their feet upon the seat absolutely enveloped in clouds of the most evil-smelling smoke, which they puffed from long cigarettes. They were beautifully dressed in silk *kimonos* and were undoubtedly gentlewomen. I knew that even then, when I had seen so few, and I must confess I was rather annoyed, because their daintiness seemed to be entirely destroyed. But now, after a residence of months, I think I would rather see them smoke than not. They do it so daintily, so innocently, with such frank enjoyment, and so constantly, that it seems a very part of their quaint Japanness.

Cigarettes and cigars are, of course, quite new to the Japanese. They knew nothing about them, I believe, before the advent of Commodore Perry, and even now they are not indulged in by everybody nor upon all occasions. Tobacco, however, introduced into the country by the Portuguese, has been in use for centuries, and is an important product of the soil. At first the powers that were, recognizing the possible evil influences of the fragrant weed, strictly forbade its use, but to little purpose. One can easily understand how it would charm the dream-loving Oriental mind, and the Japanese, in all things so singularly Japanese, so original, so heterodox to the rest of the world, naturally evolved for themselves original, quaint methods of using the dream-producing plant—methods and sweet customs which one may see in any Japanese home to-day.

One makes a call at a Japanese house—let us say on business—and one finds the manner of it charming. The little *jochu*, the maid-servant, bowing low to the ground as one enters, helps to remove one's shoes, then leads the way into the "reception-room." What else is one to call the place where one is received? At night it may be a sleeping-room, or it may be where mine host and his family dine. There is nothing about it to prove that it is neither of these. It is merely a room, absolutely bare, save for a vase



THE UNIVERSAL TOBACCO HABIT IN JAPAN—MAN AND WIFE ENJOYING A SMOKE, AND THEIR CHILD EAGER TO FOLLOW THEIR EXAMPLE.

From a stereograph by Keystone View Company. Copyright, 1904, by B. L. Slagley.

of flowers perhaps tastefully arranged in the *tokonoma*, or some other single ornament in this only corner of a Japanese house where ornaments are displayed. One finds it restful sweet, however, this bare simplicity, and one sinks upon the soft mat the *jochu* places at one's feet with a sigh of contentment.

In an instant *Shijin*, the master, enters and orders the *jochu* to bring the inevitable pot of "honorable tea." He doesn't have to ask for the *tabako-bon*, for that she instantly brings upon all occasions. The *tabako-bon* is a mysterious thing to one at first, and one watches with interest the manner of proceeding with it. It is a small box, usually of beautifully polished lacquer, in which is a bit of *hibachi*, or earthen fire-box, holding a few live charcoals neatly covered with fine white ashes. Alongside the *hibachi* is always a little bamboo tube, also usually prettily wrought, which one regrets to learn is used for a cuspidor. Then there may be several *kiserus* lying on the tray, and a pouch of tobacco, sweet smelling and cut into threads of gossamer-like texture and refinement. The *kiseru* is a tiny pipe the like of which was never seen outside of Japan. It is a simple little thing, a bamboo tube really the size of a pencil, fitted at one end with a mouthpiece of metal not unlike a cigarette-holder, and at the other end with a similar piece of metal rounded out into a wee bit of a bowl about the size of a full-grown green pea.

While one is noticing all this and a few other things, *Shijin* is bowing low before one, murmuring honorifics and asking about one's family, even unto the fifty-second cousins, humbling himself and his the while in the most extravagant humilifics. Platitudinarian remarks follow anent the weather, the war—nothing much—during which he proceeds to load a *kiseru* with the finely-cut tobacco, inviting you to do likewise. The little thing holds only a bit of a ball about the size of the head of an ordinary black hat-pin, just enough for one puff, and then—pank, pank, pank!—it is emptied against the side of the *tabako-bon* and refilled.

This continues solemnly for a few moments, each getting a light at the live coal in the *hibachi* in his turn, until mine host and I find ourselves discussing business in a very cloud of soft blue smoke through which I, the stranger, see fantastic pictures of yesterday, the yesterday across hundreds of years of yesterdays, when this quaint custom first became a part of the life of strange Japan. At the same time I, the stranger, realize that I am not quite expert in the use of the *kiseru*, and that it is a more complicated art than is at first apparent. I take a long pull at the little pipe, and then, pouf! I blow all the smoke away and am left smokeless until I can reload and light again. Not so *Shijin San*. He takes a long pull at the *kiseru* and—one waits—one's attention is arrested in spite of one—pank, pank, pank, he empties the pipe and proceeds to refill it, but no smoke issues from his mouth.

He must have eaten it. But how could he? I make up my mind that I will try it myself the next round. My friend breathes naturally and easily, yet breathes no sign of smoke. I am lost in wonder and admiration, when presto! there it comes in a perfect volume from his nostrils, for all the world like the misted breath of a jaded horse on a bitter winter's day. It is a staggering surprise, but a surprise which brings an assurance that my Japanese friend cannot include in his great lore of necromancy, in his bag of bewildering tricks, that of swallowing and properly digesting tobacco smoke. Meantime we are talking and drinking countless tiny cups of colorless, sugarless, creamless tea, a tea peculiar to Japan, which even foreigners soon learn to like above all beverages. We exchange a few more honorifics and humilifics, good wishes and extravagant compliments, and then say "sayonara," good-bye, and I am so pleased with the

soothing softness of my experience that I don't realize until afterward that our business ended—mostly in smoke.

The *kiseru* and *tabako-ire*, or pouch, is an indispensable part of the costume of almost every man and woman in Japan. They are attached to each other by means of a silken cord and are fastened to the *obi*, or sash, by means of a *netsuke*, or large button, often made of ivory and marvelously wrought. Even one's *kuramaya*—jinrikisha man—will often display dangling upon his hip a beautiful smoking outfit, which he uses upon every possible occasion. The *tabako-ire*, which is made in the form of a purse, usually of embossed leather or finely embroidered heavy cloth, has fallen a victim to tourist influence and evolved into a *bona-fide* purse which may be bought for an extravagant price at any art or curio store on Broadway, and may be seen dangling from the belt of many an up-to-date tailor-made girl on Fifth Avenue; and I don't doubt, too, that the *kiseru* might be found somewhere upon my lady's writing desk masquerading as a commonplace pencil or penholder. Emulation, thy name is sometimes Vandalism!

I think I said in the beginning that cigars and cigarettes, being almost novelties in Japan, are not indulged in by everybody nor upon all occasions, but I think I'll have to change this statement as regards cigarettes. Cigars, indeed, are a great luxury, principally because they are expensive and are not used to any great extent except by modern men of the wealthy class, some of whom have really learned to sit in slippers ease and puff at—well, even at a lead of "Navy Cut" in a brier-root pipe! This is, indeed, evolution. But the cigarette fiend is everywhere, even as is the smoker of the *kiseru*, on the streets, in the tram-cars, the shops, the public buildings, the—temples? No, not any more, but evidently they have at some time desecrated the sacred precincts of even these time-honored and faithfully revered peace-breathing houses of god-worship, since it has been necessary to post at most of their carved entrances notices which read, "No smoking allowed," or something to that effect. I saw one of these notices the other day which read, "It is not to be permitted in this temple that smoking should be." The Japanese is nothing if he is not explicit. Since these notices are always in English of some sort, I wonder if the iconoclastic foreigner is not responsible for them? I fear he is.

The cigarettes of Japan are not always the best imaginable, and the odor of some of them is positively obnoxious. This is nowhere so noticeable as in the seemingly favorite haunt of the Japanese, the railway carriage. Under the not always disinterested tutelage of the progressive West, Japan has learned to provide for her beloved millions and their foreign brother-men Western conveniences of divers descriptions, but she has as yet provided, upon her splendidly equipped railways, not one single smoking-car. But what's the use? Everybody smokes everywhere, and if there were "smokers" all the other cars would travel empty, and there would be a great to-do. There must be some subtle influence alive in the atmosphere of a railway carriage which rouses in a smoker a maddening desire to smoke, for no sooner, in Japan at least, does a man or woman enter a train than he or she produces a package of cigarettes or *kiseru* and *tabako-ire* and proceeds to becloud the air with smoke which, if it is not particularly offensive at first, soon becomes unbearably so, especially if the day be too wet or too cool to have the windows open all the time.

The paternal government of Japan, emulating France no doubt, has turned this pernicious habit of smoking toward the good end of filling the public coffers by raising the tax on imported tobacco, of which there is an enormous quantity sold in the country, to 150 per cent., and by assuming the sole right of cigar and cigarette manufacture in a gigantic concern under the name of the Government Tobacco Monopoly, which has placed on the market various brands of mild cigarettes with such names as "The Lily," "The Rose," "The Morning Glory," etc. The Japanese are highly imaginative and ideal lovers of flowers, so I don't doubt these names help them to an enjoyment of a smoke quite unknown to the matter-of-fact Westerner, who so often quotes, "What's in a name?"

Don't think, however, because of all this paternal avarice on the part of the government that there are no paternal laws for regulating the use and abuse of tobacco. There is at least one, recently enacted, which forbids any boy or girl under fifteen years of age to smoke cigarettes, or at least to be caught at it, and I suppose it makes the boys and girls very careful. It certainly does not prevent their smoking any more than such laws do in any country, for I, myself, have seen them, mere children of both sexes, emulating their parents in clandestine but inexpressible enjoyment. "Boys will be boys" even in Japan, and it seems that girls will be boys, too, whenever they get an opportunity.

The most inveterate smoker in this smoke-beclouded land is the *geisha*, I suppose—the dainty, cunning,

Continued on page 448.



MIKADO'S TROOPS CONSTRUCTING A BRIDGE ACROSS A STREAM NEAR RI-HO-REI.



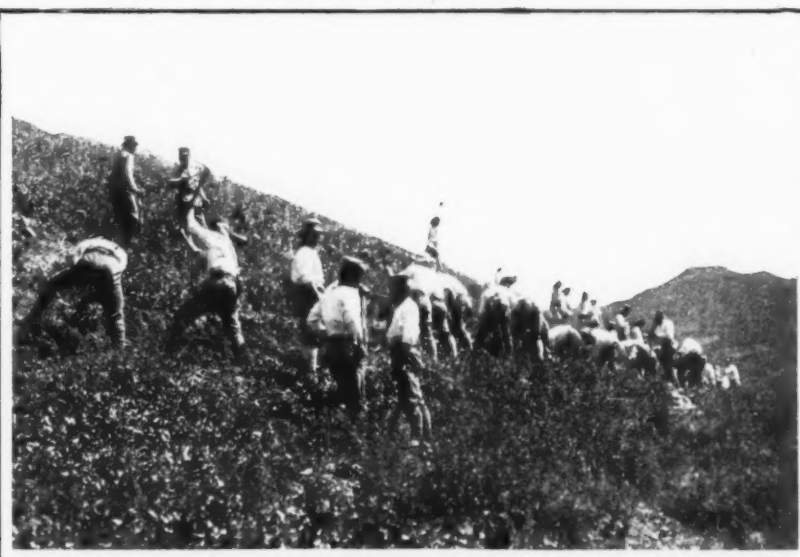
JAPANESE SOLDIERS MAKING A FORCED MARCH—MAN SHOT THROUGH THE SHOULDER CROSSING THE CREEK ON A LOG UNAIDED.



BATTLE OF KWAN-SUI-TEN—JAPANESE IMPERIAL GUARDS, IN A FLANKING MOVEMENT, CLIMBING HILLS FROM WHICH THE RUSSIANS HAD JUST FLED.



LAYING A JAPANESE GUN ON THE ENEMY'S BATTERY AT THE HOT BATTLE OF KWAN-SUI-TEN.



DETACHMENT OF JAPANESE BUILDING A ROAD UP TO A RUSSIAN BATTERY POSITION CAPTURED IN THE KWAN-SUI-TEN FIGHT.



SHOVING THE JAPANESE MOUNTAIN GUNS INTO POSITION ON A RIDGE AT KWAN-SUI-TEN FACING RUSSIAN BATTERIES TWO THOUSAND FEET AWAY.



SENTRY-POST IN THE TRENCHES OF RI-HO-REI—ONE MAN ON GUARD ON THE HIGH POINT, THE OTHERS RESTING.

MILITARY ARDOR OF DAI NIPPON'S VICTORIOUS TROOPS.

BRIDGING A STREAM, MAKING A RAPID MARCH, AND BEATING THE RUSSIANS IN FIERCE ENCOUNTERS IN MANCHURIA.

Photographed for Leslie's Weekly by William Dinwiddie, with Kuroki's army.

Campaigning in the Rainy Season in the Far East

By William Dinwiddie, Special Correspondent for Leslie's Weekly

(See illustrations on page 439.)

TOWAN, MANCHURIA, August 20th, 1904.

MOVE TWO days and camp a month, has been the custom of the First Army of Japan since the battle of the Yalu, which is now behind us nearly four months in time and less than a hundred miles in distance. If this seemingly fixed habit of a battle a month—except where the Russians have impolitely evidenced a sporadic initiative, on one or two occasions—were to be suddenly broken in upon, no doubt the military *attachés* and correspondents—who are spending their days in a semi-somnolent, vegetating condition of mind and body—would seriously resent the change, particularly the Englishmen, who have acquired the rest habit, and have gone back to their comfy afternoon tea and cakes; but then, Englishmen are so conservative, don't you know!

The rainy season which we were all so sure would deluge the land of Manchuria from the first of July to the last of August—a conviction based on "reliable" information—failed to materialize so utterly that credulousness gave way to crass skepticism on the subject. So confident was one British correspondent that this was a country of perpetual sunshine, with nothing wetter than the dew (unless, possibly, the much-depleted canteen), that he pitched his tent in a sandy dry-wash to escape the plague of flies. To his sorrow, be it related, the skies opened that very night, and a miniature tidal-wave engulfed him, as he lay sleeping—dreaming, at that precise moment, that he had just taken a bite of an ice-cold cantaloupe, after having ordered the waiter to bring him a thick tenderloin steak with hashed-brown potatoes, while he was pondering whether he dared ask for a plate of ice-cream for breakfast! Six months of bacon and greasy biscuits make one dream such dreams. A friendly stump projecting from the bank saved him from being washed out into the enemy's lines, and stopped a few of his possessions, including his tent and his pith helmet. He still wears the helmet because it is his only headgear; the Chinese split-bamboo cone does not suit his complexion, and its shape is suggestive of a crushed toadstool. Even now he cannot rid himself of the idea that the "cussed" waiter poured a pitcher of ice-water down his neck.

One day's rain, followed by two days' sunshine, restored the momentarily shaken confidence of all the foreigners in the belief that the rainy season was a myth. On the fourth day the heavens opened again, and for six days there has been an enforced lying abed in small tents, while the skies weep, now gently and silently, now in a torrent of tears, and again snuffling like a naughty child, who threatens to be consoled and break into a watery smile, only to be overcome by childish woes and burst afresh into thunderous sobs. The temperature has fallen considerably under the influence of a brisk north wind, and it is said that but few more hot days may be expected before the beginning of autumn. The unfortunate military *attachés* of one division live in a single-thickness Japanese tent, which would answer as a protection only against wind-blown dust, or possibly the dews of night. They are water-logged and mildewing fast, and if they are not shortly rescued by the sun they will have to be re-starched and ironed before they can approximate the pristine glory of gear with which they came into the field.

The knowing correspondents built their canvas homes on the hillsides, and laughed at the misfortunes of the lowland tenderfoot, until their Chinese cook, dinner-laden, tobogganed down the slippery slope, with pigtail and hot tea streaming rearward like the tail of a comet, and—bad 'cess to him!—he bowled over two similarly laden Korean servants in his meteoric flight. They—meaning the correspondents—laugh no more, but they sometimes sing derisively to the sand-builders, "Tenting to-night on the old camp ground." While I write, another English correspondent is playing Crusoe on a small island in the middle of the swollen river—which, being no respecter of property, has overflowed the bottom-lands, cutting new channels for itself and sweeping away the hard-tilled crops of the Chinese land-owners. The Britisher arrived on this island owing to over-weening self-confidence and a yearning desire to get to the official press censor at main headquarters with a dispatch. We are seriously considering the advisability of fashioning a boat to go to his rescue, no pontoons being handy, but his movements suggest that he may brave the torrent again, and run the risk of being swept into Liao-yang, horse and all, at the rate of twelve miles an hour.

Four days ago, when the sun shone for fifteen minutes, a rumor reached us that this army would move on the enemy (now at Anping, ten miles away) next morning, but the rainy weather which followed floated a second rumor to us that we would not advance until better weather came. If as much water has fallen on the opposite side of the divide, toward Feng-wang-cheng, as here, it is almost certain that all the military bridges have been washed away, and communication with our



LONE JAPANESE SENTINEL WATCHING THE ENEMY FROM A ROCKY PINNACLE, NEAR YO-SHI-REI, WITH FOUR OTHER SOLDIERS CONCEALED NEAR BY.—Dinwiddie.

base of supplies cut off. On the coming of the second rain all the new bridges in this vicinity gave way. The water rose so fast—after a particularly hard downpour one afternoon—that it came down the beds of the larger streams in a wall several feet high, and flooded out hundreds of soldiers camped along the banks. So far, the only loss of life reported is that of two Chinamen.

The stoical Japanese soldier is having a hard time of it, as miles of new defensive positions have been built, and there has been a general reversal of the old Russian positions, and all must be constantly guarded against any sudden attack of the near-by enemy. In consequence, a much larger number of soldiers than has ever been visible before is living on the immediate hillsides, beneath the earthworks. They have no shelter, except that provided by boughs of trees and their thin, pervious shelter-tent squares. It should be noted that on the night of August 19th the Russians did attempt a small attack on the Fourth Regiment, but they were easily driven off.

The situation, however, is one which works both ways, with the advantage to the Russians, so far as personal comfort is concerned, for they are building large numbers of camp-fires, the smoke of which locates them by day and the flames by night; but the tactical advantage lies decidedly with the Japanese, who know their enemy's location, while their own is unrevealed, since they build no fires themselves. Fortunately, supplies of rice for the next ten days, if not more, are on hand, though the soldiers speak of its poor quality and lack of flavor.

So far as the foreigners are concerned, the nearer we approach the enemy, the less information do we receive concerning their positions and numbers, and it becomes almost pure conjecture as to the precise location of the other Japanese armies which are slowly but surely drawing in on Liao-yang. However, even the American correspondent has been so repressed that he now doubts the propriety of asking the general the nature of his plans. All the censorships of the past, against which he has vigorously protested in his ignorance of what the genuine article really was, now seem, by comparison, to have been merely a failure of the commanding generals to slap one on the back, on occasion, and remark: "Come into my private office, young fellow, while I elucidate my plan of campaign and disclose to you my last invention in up-to-date strategy." The foreign *attachés*, however, are delighted with the quite recent innovation by which they are permitted to copy sections of the operating topographic map of Manchuria—which, by the way, is a reprint of the Russian secret military map, with some revisions. They are also being furnished with maps of



OUTPOST ON THE ROAD TO LIAO-YANG, ON THE MAIN LINE OF JAPANESE EARTHWORKS, NEAR YO-SHI-REI.—Dinwiddie.

the actual battle-fields, showing the positions of both forces during the engagements.

In this last connection rather an amusing incident occurred in the *attachés'* camp, where the representatives of the republics of Europe, hesitatingly seconded by the officer from the island kingdom, voted to give our colonel, E. H. Crowder, the senior *attaché* of the group of five, the original map of the battle-field of Towan or Kwan-sui-ten, which had been drafted by a Japanese engineer officer. It was a beautiful piece of topographic map-making, and valuable to the recipient as an exhibit to his government of the cleverness of the officers of this army in such work. Stolid Germany thought the matter over during the night and registered his objection next morning to such disposition of the map, on the ground that he had no right, in his official capacity, to sacrifice a single iota of possible benefit to his government, however willing he might be, personally, to agree to the arrangement. A drawing from the hat took place, and Colonel Crowder pulled the winning number.

There are certain features of the Japanese army which are wholly distinctive and which separate it from all the armies of the world. An invitation to a band concert at headquarters—a function so little indulged in by the Japanese and so palpably a foreign innovation—brought home this train of reflection with especial force. In attempting to analyze the subject, some of the factors seem to be these: There is no panoply of war; there are never any ostentatious effects. It is a fighting machine, pure and simple, divested of all trappings, tinsel, and glittering martial display. Quiet, sober, serious, the general no more conspicuous—except for a fine dapple-gray horse—than the cavalry trooper; the colonel of foot as modestly dressed as the private in his ranks. A modern army, run on plain, business principles; no spectacular demonstrations; no dare-devil, hair-raising taking of chances with the enemy, but a grim, silent, and stealthy preparedness, to take advantage of the slightest false move on the part of the adversary. No sporting spirit; always meet your enemy two, three, four to one, if possible, and overwhelm him. And, when the time comes to die in the attack, sacrifice your life as dearly as possible, making use of every bit of cover, but die uncomplainingly.

However much these attributes may appeal to calm reason, and must necessarily be admired by the critical, logical mind, as being along the essential lines of evolution in warfare, the writer acknowledges his weakness for the blaring of regimental bands, or the screaming, drawingl skirl of pipers, as they lead the kilties on to battle. It is the absence of music, the lack of flaring camp-fires—each with its group of soldiers, with fire-flushed faces within the ring and the dark of night without, smoking their pipes and laughing loud and long as the story passes around, or singing, in swinging cadences, all those melodies we learned as youngsters, or the confidential chats of home—which the foreigner with this army misses most.

The Japanese soldier is not given to demonstrative expression of merriment, though he is a merry fellow and never evidences grief. His range of emotions is not great. He has more equanimity than the Caucasian, and perhaps, on the whole, enjoys life more. His family life and his views on the relation of woman to man bar out of his existence much of that sweet torture which is our portion, regarding wives, mothers, and sweethearts at home. He immolates his family ties when he goes to the front to fight for his country, and his training makes it a dishonorable thing for him even to look behind him with harassed thought. He expects letters breathing the spirit of war rather than domesticity, and, if he writes, it is of the martial doings of his organization. Practically all else is, for the time being, forgotten. No bugle-calls by day or night in the field. No brazen clarion in the morning—"I can't get 'em up, I can't get 'em up, I can't get 'em up at all"; no mess-call—"Soupy, soupy, soupy, without a single bean"; no sounding of "Retreat!" under the starry skies; no last sad wail of "Taps" in the silent night air, by which every soldier in life goes to his nightly rest, and, as a hero in death, his spirit is followed to the shore of everlasting sleep.

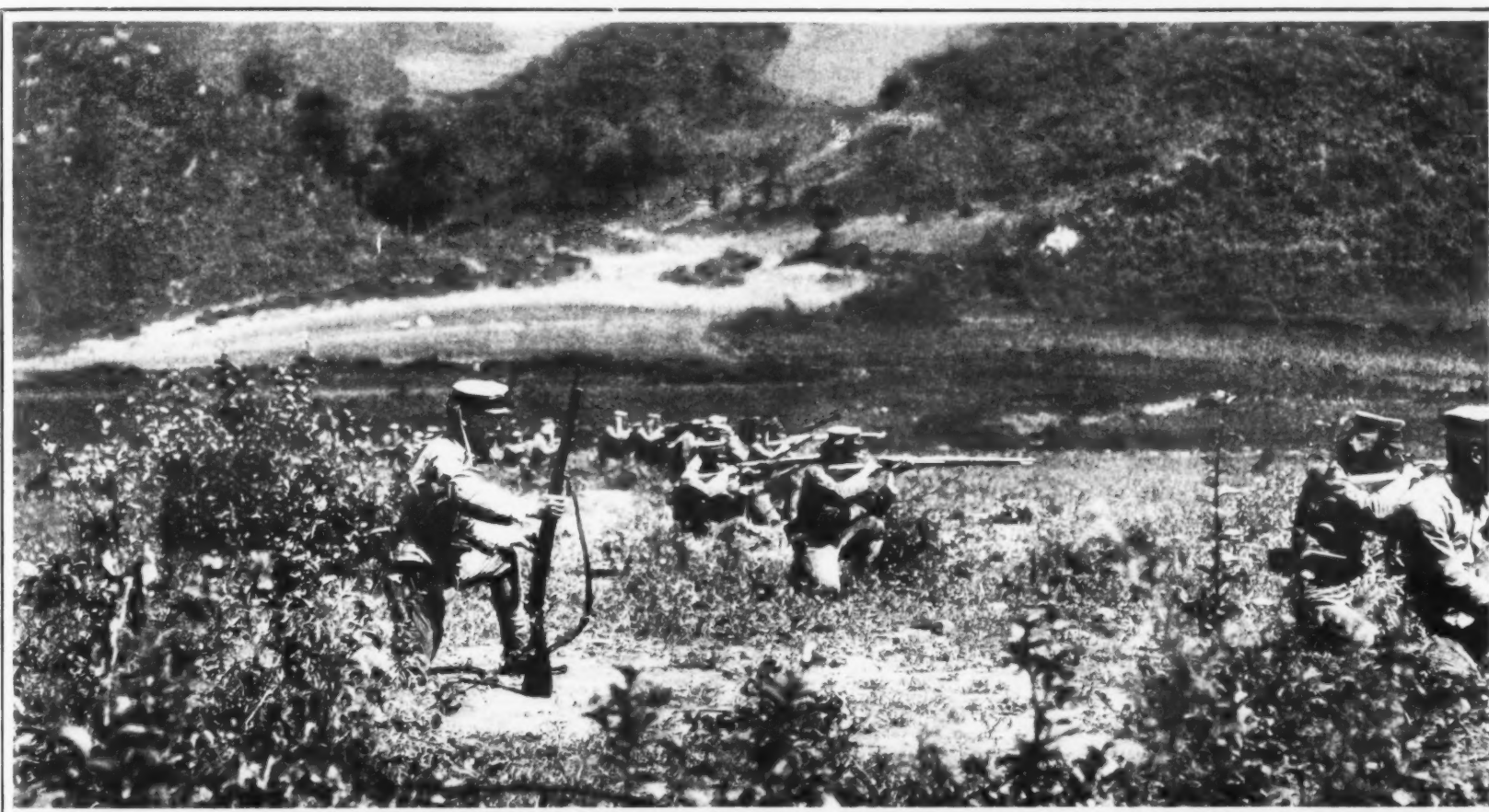
The Japanese have their bugles, but neither they nor their horns are ever resorted to except in the strife of conflict, when the volume of fire has drowned the human voice and necessitates the aid of the piercing note to carry the commands. War is a business, a business of killing men, and it should no doubt be done with all the scientific skill and precision possible. The Japanese army is probably to-day the leading captain of this industry; but, when all is said and done, give me the bugle-calls, the camp-fires, the talk of home and the battle of to-morrow, and the brass band blaring at the head of the regiment in review, with lively step, assisting in the mounting of the guard, or even, with solemn notes and slow, performing its part in the last obsequies of the dead.



DIVIDING RATIONS AT THE FIELD COMMISSARY—A DAILY EVENT WITH THE JAPANESE ARMY.



EMERGENCY SHELTER TENT BUILT BY JAPANESE TROOPS WHEN NO CHINESE HOUSES OFFER PROTECTION.



JAPANESE FIRING SQUAD TRAVERSING THE TOWAN VALLEY AND IN TOUCH WITH THE RUSSIANS.

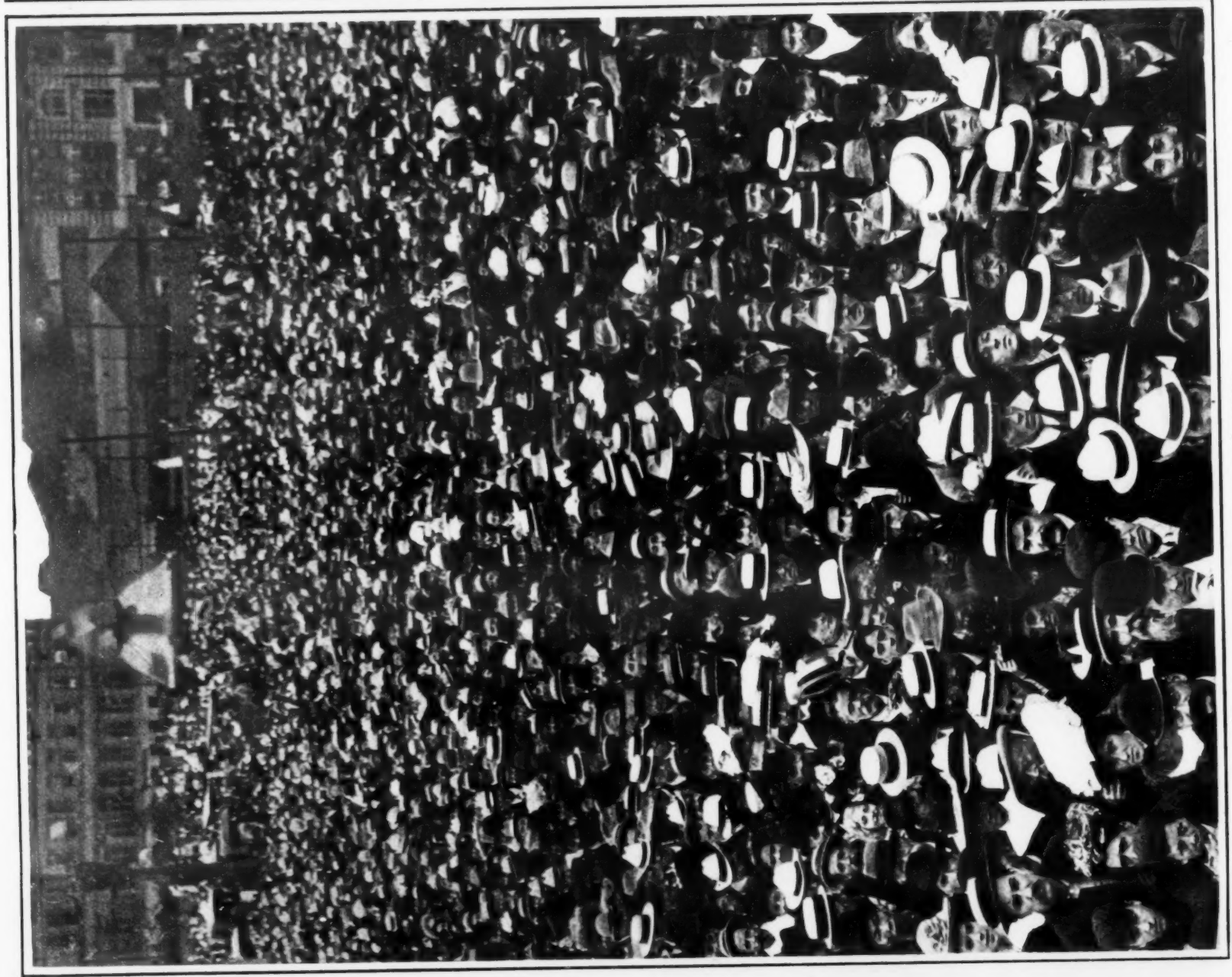


EXTENDED JAPANESE SKIRMISH LINE CHARGING ACROSS THE TOWAN VALLEY AND GAINING AN ADVANCED POSITION.

JAPAN'S GALLANT SOLDIERS IN BIVOUAC AND BATTLE.

THEIR COMMISSARY SCHEME AND ODD SHELTER TENTS, AND THEIR BOLD FIGHTING IN THE TOWAN VALLEY, MANCHURIA.

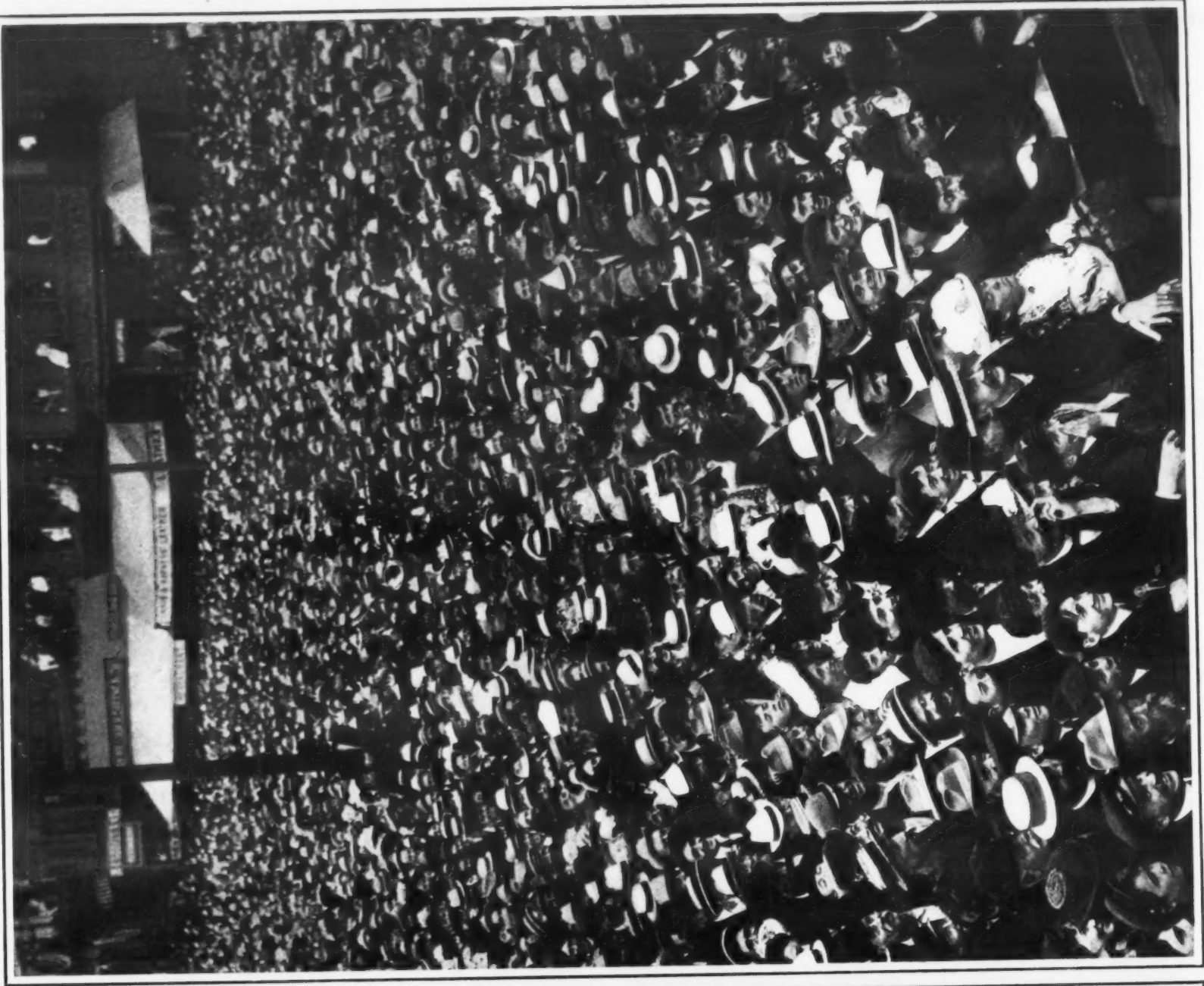
Photographed for Leslie's Weekly by William Dinwiddie, with Kuroki's army.



DISAPPOINTED OVER PARKER'S DEFEAT.

AFTER THE BATTLE IS OVER.

RESULT OF THE HOT PRESIDENTIAL STRUGGLE MIMICRED IN THE FACES OF THE RIVALS AT THE POLLS.—From stereographs, copyrighted 1904, by Underwood & Underwood.



HAPPY OVER ROOSEVELT'S ELECTION.



GUARDING PRESIDENT ROOSEVELT IN NEW YORK.

HOW THE PRESIDENT IS PROTECTED, WHILE PASSING THROUGH THE GREAT CITY, BY POLICEMEN ON HORSES AND BICYCLES AND ON FOOT, AND BY SECRET-SERVICE MEN IN HIS OWN AND OTHER CARRIAGES.—*Drawn by T. Dart Walker.*

Senator W. Murray Crane, the Best-loved Man in Massachusetts

By L. A. Maynard

THE POLITICAL Mrs. Grundys have frequently, during the past two years, connected the name of the Hon. W. Murray Crane, formerly Governor of Massachusetts, with various Cabinet offices in the administration of President Roosevelt, and it is no secret that such places were offered to him, but declined on account of his great reluctance to accept public place. Governor Crane has, however, in obedience to a pressing demand of the people of his State, consented to accept a place in the Senate of the United States to fill the vacancy caused by the death of the beloved Senator Hoar. Governor Crane is recognized as a man thoroughly equipped and fully competent to fill any public office, however high or responsible. A strong personal friendship exists between President Roosevelt and Mr. Crane, and the latter is frequently called into council at the White House when delicate and difficult problems are up for discussion, and when it is desired to have the benefit of his trained business judgment, his clear-sightedness, his wise conservatism, and his unusual powers of discernment.

Governor Crane was spoken of for the chairmanship of the Republican national committee this year, but would not take the place, though he has an important relation to the work of that committee in the campaign and is a close adviser of President Roosevelt and Chairman Cortelyou in all exigencies. W. Murray Crane is a man of whose character and career, public and private, the world cannot learn too much. The following sketch of him as he appears among the quiet surroundings of his home at Dalton can hardly fail to be of interest.

Even in a region famous for its natural beauty and notable above most American countryside for its general air of thriftiness and prosperity—the Berkshire Hills of western Massachusetts—the village of Dalton stands pre-eminent for these very things. A prettier or more attractive town one must travel far and wide to see, especially in the flush of summer-time, when its generous, well-kept, amply-shaded streets, bordered with spacious and equally well-kept lawns and gardens, with orchards and meadow-lands reaching into the heart of the village itself, make up a picture suggestive of almost everything that a heart seeking rest, contentment, and rural loveliness could desire. These features are the more notable when taken into consideration with the fact that Dalton is an old town—as time goes in America—the place having been settled considerably over a century ago, and that it is also a factory town, its chief and original cause for being having been its unusual water-power privileges, around which have grown up in the process of years some of the largest paper-making establishments in the world. Yet none of the unsightly things that often accompany age in a town—such, for instance, as half-decayed, ramshackle buildings, or other equally unpleasant things often associated with factory communities—is to be found in Dalton. The reasons for all this may appear later.

The first man to see and appreciate Dalton as a manufacturing centre was Zenas Crane, who went there in 1799 from what was then the far-away town of Dorchester, Mass., with an eye intent on business. He had learned the trade of paper-making and was now proposing to set up an establishment of his own. The Dalton water seemed to have just the washing quality needed in his trade, and here he set up a paper-mill, the noted "Old Berkshire," the first in this country west of the Connecticut River. From this industrial kernel, planted in 1799 by Zenas Crane, has grown the immense industry that now stretches along the Dalton valley in separate clusters of immense, substantial brick buildings, affording steady employment to thousands of people, and bringing good wages to them and solid prosperity to the whole community. From Zenas Crane also grew the family who have been the chief factors in the Dalton paper industry from that day to this, and who now, in the third generation, have given to the commonwealth one of its most illustrious public men in the person of W. Murray Crane, late Governor of the State, who is called by many the best-loved man in his State.

This scion of the Crane stock was born in Dalton in 1853, and, like his progenitors, trained himself for the mastery of the business he inherited. In 1870, after a course of study in Williston Academy, he entered his father's mills as an apprentice, and worked himself up through all the grades, so that when the time came for him to assume a proprietary interest in partnership with his older brother, Zenas, the two were fully competent not only to carry on the great work committed to their hands, but to develop it as the years hastened by into a larger and still more remunerative industry. Weighed in that finest of balances, the opinions and judg-



EX-GOVERNOR W. MURRAY CRANE, OF MASSACHUSETTS, SUCCESSOR, IN THE UNITED STATES SENATE, OF THE LATE SENATOR HOAR.—Chickering.

ments of his own vicinage, the feelings entertained for him by his nearest neighbors and lifelong associates, and W. Murray Crane is not found wanting in any particular. It is not easy, indeed, to write of him from this point of view without seeming to indulge in the language of exaggeration.

To say that Mr. Crane is not only profoundly respected, but regarded even with feelings of deep and genuine affection by the townspeople of Dalton, including his own small army of employes, is surely stating the case within the bounds of truth and moderation. He is pre-eminently an exception to the old-time rule of the prophets who are not without honor save in their own country. In Dalton, a town founded by his ancestors, and the family home for over a century, the place where he himself was born and has lived continuously all his life, the Crane name stands for all that is purest and most honorable in both public and private life, its word as "good as gold" in whatsoever cause or interest it may be given or spoken. The absolute confidence, the unquestioning trust, reposed in Mr. Crane by his neighbors and townsmen, while primarily due to his personal qualities and individual worth, are in a degree also the cumulative effect, the natural and precious heritage, derived from a long line of ancestry who stood for the same things and in whom the same qualities of character were found.

To the casual visitor there is nothing in Dalton that would be likely to make a stronger or more favorable impression than the number, size, and architecture of its churches and other public buildings. The churches are five in number, and there are three school buildings and an edifice which covers under one roof a fine public library, a town hall, and a hall for public lectures and other entertainments. I doubt if there is another town in the United States of an approximate size that can show buildings equal to these in architectural taste, spaciousness, and cost of construction. The simple explanation of this is that few, if any, such towns are favored like Dalton with men of wealth who are ready and willing to share their good fortune with their fellow-townsmen to the degree that certain men in Dalton have done.



ATTRACTIVE RESIDENCE, AT DALTON, MASS., OF EX-GOVERNOR W. MURRAY CRANE.—Wheeler.

The town building, including the library, costing altogether over \$60,000, is wholly the gift of the Crane family. The beautiful Congregational Church, built of white stone and costing over \$40,000, is largely due to the same source of beneficence, the Cranes all being members of this church and actively identified with its work in various official and unofficial capacities. Among its officers the name of W. Murray Crane figures as "auditor." The Methodist Church, scarcely less spacious and perhaps no less beautiful, received substantial aid, as did the other churches, in their building operations, from the same open and generous hands. The same is true in a degree of the high-school building constructed some years ago at a cost of about \$30,000. The Crane interests are so closely identified with all that makes for the moral and social well-being of the Dalton people, as well as for their industrial welfare, that no one can tell where it begins and none surely where it ends.

One might give many specific incidents and anecdotes illustrative of the status which W. Murray Crane holds among the people who stand nearest to him and have known him best and longest. A characteristic incident was that which occurred a few years ago on the occasion of a public meeting held in the town hall at Dalton to consider the question of granting a street franchise to a local trolley company. Considerable opposition had developed, and several Daltonians went to the meeting with the declared purpose of urging their townsmen to vote against the franchise, and some, it was said, had carefully-prepared speeches in their pockets ready to fire off, when the moment came, at the "octopus" that was reaching out to devour their beloved village. Up to this juncture Mr. Crane had taken no active part in the matter, and it was not generally known how he stood.

Shortly after the meeting was called, however, he stood up in his place among his fellow-citizens, and in his usual quiet way expressed in a few words his hearty approval of the project, saying he believed that the terms proposed were fair and just, that the road would be a benefit to the town, and that the franchise ought to be granted. A considerable pause followed this, but no voices were raised in opposition, and when the question of a grant was put to vote it was heartily and unanimously carried.

When one of the men who were present loaded with opposition speeches was asked afterward why he didn't fire the thing off, he replied, laughingly: "Why, what was the good of that? When Murray Crane got up and said the thing was right, everybody knew it was right, and I wasn't going to make a fool of myself by saying anything different!" The whole secret, if such it might be called, of Mr. Crane's influence, not only at home but in the wider spheres of activity he has occupied, is disclosed in these words. When he says a thing is right everybody knows it is right, because they know also he is not given to speaking "unadvisedly with his lips," and never for the mere sake of speech, but only as the result of due and careful thought.

If any enmities against a man not otherwise observable exist in a community, any jealousies of his power and success, any desires "to get even" because of any real or fancied slights or injuries received at his hands, surely no better or more favorable opportunity can be presented for these feelings to work themselves into effective action than in an election under the secret-ballot system of Massachusetts. But when such opportunities came to the neighbors and fellow-electors of Murray Crane they embraced them by giving him practically a unanimous vote every time. The highest number of votes ever cast against him in the town was seventeen, and this, in an electorate where the total vote is about six hundred, and where, under normal conditions, it is about evenly divided between Democrats and Republicans, may truly be regarded as little short of unanimity. The town went Democratic in the second Cleveland campaign.

Even the seventeen adverse votes referred to, as was carefully explained to me by one of Mr. Crane's Democratic neighbors, did not arise in a single known instance from any personal feeling toward the candidate, but because "you see, some members of the Democratic town committee and a few others felt that they had to do something to hold their organization." It is related also that on one occasion after election day one of the minority voters felt impelled to go to Mr. Crane and apologize for his action, on the ground that it had always been the rule in his family to vote the Democratic ticket, and he had felt it to be his duty to stand by the regular practice.

Toward the thousand or more employes in his paper-mills and elsewhere Mr. Crane stands as

Continued on page 448.



MRS. FISKE
As Ibsen's "uncomfortable" heroine, *Hedda Gabler*, at the Manhattan.—*Otto Savory Company*.



REJANE,
The famous French actress, in her original rôle of *Zaza*, at the Lyric.
Savory.



MAUDE LILLIAN BERRI,
Who plays *Prince Rudolph* in the new spectacle, "Humpty Dumpty," at the New Amsterdam.—*Otto Savory Company*.



DOROTHY HAMMOND,
Appearing as *Mrs. Allenby* in "Granny," the hit at the Lyceum.—*Otto Savory Company*.



WALLACE ERSKINE,
A leading member of the Proctor Stock Company, at the Fifth Avenue.—*Marceau*.

LOUISE GUNNING AS "LAURA," AND W. H. THOMPSON AS "SQUIRE SKEFFINGTON," In "Love's Lottery," at the Broadway.—*Hayes*.

ROSE STAHL,
Who has been repeating her triumphs in "The Chorus Lady," at Keith's.—*Savory*.



CLAUDE GILLINGWATER,
The well-known actor, making his vaudeville debut at Keith's in an original sketch.—*Marceau*.



MRS. J. MAULDIN FEIGL,
Author of "Texas," the recent popular hit at the Fourteenth Street.
Hall



Anna Held. Charles Bigelow. Harry Morris. Joe Weber. Marie Dressler.
A GROUP OF THE STARS AT WEBER MUSIC-HALL IN THE HILARIOUS CAFE SCENE IN "HIGGLEDY-PIGGLEDY."
Byron.



MAX FIGMAN,
Starring in the successful comedy, "The Marriage of Kitty,"
Schloss.



PIQUANT ANNA HELD
As *Mimi Chantreuse* in "Higgledy-Piggledy," at the popular Weber Music-hall.—*Reutlinger*.



BONNIE MAGIN,
Whose smiling face and agile dancing are features of "Higgledy-Piggledy."—*Farrand*.

THE THEATRICAL SEASON IN FULL SWING.

A FEW OF NOVEMBER'S BEST OFFERINGS AT NEW YORK'S LEADING THEATRES AND ON "THE ROAD."



IT IS GRATIFYING to learn we are to have a new edition of Captain Marryat's "Midshipman Easy," from the press of John Lane. The writer has a vivid recollection of the intense satisfaction which he derived in his boyhood from reading this story of Marryat's, and other novels from the same hand. They were found among the rubbish of an old garret, and were literally devoured on the spot. Modern sea fiction dates from Captain Marryat, who was himself the literary child of Smollett. Contemporaries and imitators he had, some of whose stories may yet be read with interest, though they largely lack that spontaneity and realism which give life and permanence to imaginative work. Those qualities Marryat possessed in abundance. They are ever the note of the writer, who creates types as distinguished from characters. The test of enduring as against ephemeral literature is that it can be read and re-read without satiety, and is as acceptable to one generation as to another. Boys laugh more heartily over "Peter Simple" and "Mr. Midshipman Easy" than over any modern humorist, and the man of to-day can enjoy and profit by Marryat's stirring and amusing scenes of a picturesque period of English sea life, rescued as they are from mere history by his remarkable powers of observation, personal experience, and hilarious fun. This sense of fun is his unique and glorious gift; it is the ever-living element in his work, as inimitable and spontaneous as the humor of Dickens. Rollicking fun and hilarious humor seem to have been ingredients of the atmosphere of his day, for were there not among his contemporaries those jovial souls, Lever and Lover, Smedley and Cockton, Hooke and Jerrold, and a score of others?

THE PREVALENT virus penetrated the blood of Marryat so gloriously that its outcome of high spirits was productive of such classics of humorous conception as "The Three-cornered Duel" in "Midshipman Easy"; the escapade of Mr. Biggs, the boatswain, whose strong sense of duty was found incapable of supplying the place of nether garments; the riotous fun of the "Dignity Ball" at Barbadoes, and many another laughable scene that has become an imperishable addition to the world's treasure of gaiety. Scattered also like loose gems throughout his books are puns and jokes, quaint sayings of old sea salts, anecdotes purely funny and others of an after-dinner flavor, antic proceedings and mad frolics of young middies, and practical jokes not disdained by their elders. Marryat's thrilling descriptions of peril and storm and battle, the pomeling with shot and shell at close quarters, the hand-to-hand struggle on slippery decks, the fierce joy of personal encounter, have not been surpassed, and so changed are the conditions of naval warfare that such scenes will probably never again be witnessed.

THE LATE Lafcadio Hearn passed by cable the final proof of the last chapter of his new book the day before his death. It was a singularly dramatic ending of a life unusually full of dramatic incidents that he should have finished his most ambitious analysis of the Japanese the very day before he died. His new book, "Japan: an Attempt at Interpretation," is published by the Macmillan Company. This interpretation of the Japanese, their history and their place in the modern world, has peculiar timeliness and is full of interest.

IN CHOOSING Rome as the scene of his first novel, "The Private Tutor," the author, Mr. Gamaliel Bradford, Jr., was moved by the curious piquancy of this ancient background for his essentially modern picture. Indeed, the ever-present consciousness of ruin and decay forms a vivid contrast with the intensely modern thoughts and manners that make up the tissue of the story. An American multi-millionaire sends his son, who is something of a cub, abroad with a tutor in the hope that he may acquire refinement and a general education, besides seeing the world. How this wish fails of accomplishment, by reason of a mysterious countess, is narrated in an amusing comedy which ends happily. Mr. Bradford has contributed numerous literary and critical articles to the *Atlantic Monthly* and other magazines, and in 1895 he published a volume of essays entitled "Types of American Character." He was born in Boston in 1863, and is the eighth in direct descent from Governor William Bradford, of Plymouth Colony. In 1896 he passed several months in Rome, making a careful study of the city, and thus laying a foundation for the scenes in "The Private Tutor." His father is well known as a publicist and for his activity in the cause of political reform.

WE FIND a good anecdote in the October *Critic* concerning the late Dean Hole, who was well known in this country, which he visited some years ago as a lecturer, under the management of the late Major Pond. Three or four years ago the dean and Mrs. Hole landed at Dover, much exhausted after a rough Channel crossing. While waiting for the train

the dean pored over the railway regulations. "Ah!" he said, addressing the station inspector, "it's one consolation, after such a crossing and this tiresome wait, that we go back half-price." "I don't understand, sir," was the official's reply; "there is no special reduction." "Oh, yes, there is," said the dean. "I've just been reading all your notices, and you state that you take returned empties at a much reduced rate."

A GOOD STORY is attributed to Maarten Maartens, the author of "Dorothea," recently published by the Appletons. Mr. Maartens has spent much of his life in the various parts of Europe which are described in the novel, and in his early youth he spent a summer at Barbizon, the paradise of painters, in the forest of Fontainebleau. The story is best told in Mr. Maartens's own words: "I was at the top of a high gate-post in Barbizon. I was ten years old. At the bottom of the post was the dog of the farm where I was staying. The other dog ran over from across the street, and they began to fight. The dog belonging to our farm finally killed the other—choked him to death—and I was so excited that I fell off on top of them. An old woman rushed out from the house across the street and accused me of killing the dog." "Well?" is the usual interrogation of his auditors, excited by the rapid action of the tale. "Well," continues the narrator, drawing a long breath, "the old woman saw the marks of the teeth on the dog's throat, and then glanced suspiciously at me, the little foreigner. And then—and then she called out in a shrill voice: 'Come here, little boy, and show me your teeth.' But they didn't fit," he concludes, hastily.

IT HAS BEEN actually stated that Admiral Winfield Scott Schley did not write "Forty-five Years under the Flag." The rumor originated from the fact that he caused an account of the Greely expedition to be written by another at the time of his return. More than a dozen papers have called attention to the fact that the admiral's account by far excels the former one. There is a wealth of internal evidence in the book to show it is the work of the admiral's own pen. On almost every page there is some personal incident and warm-hearted acknowledgment of an indebtedness sometimes twenty years old. No stranger could ever learn and write the admiral's life in such a fashion. To every man with whom he has worked and who did his share of the duty during the admiral's career, the writer expresses his thanks. None other could write a book as directly from a man's heart as "Forty-five Years under the Flag" comes from that of the admiral. It is on account of a brave man's modesty that the rumor started.

THE PIANOFORTE seems readily adaptable to many unintentional uses—a fact worth bearing in mind, in case it should ever be deprived of its supremacy by more mechanical rivals. The Boers were said to have found it convenient for the conveyance of munitions of war; we recently noticed a story in which it was found handy for the removal of a too-persistent bidder from an auction-room; and now, from Mr. G. W. Appleton's "The Mysterious Miss Cass" (John Long), of its utility for the disposal of conveyances of a more legal character. Only, in this case, it must be a Broadwood of a very special make—though, no doubt, the make will become less special now that its advantages have been explained. Miss Cass herself, while impressive in her entrance as a performer on the instrument in its legitimate capacity, and melodramatic in her exit, is not the principal mystery connected with this particular Broadwood No. 70,242. There is the unaccountable acquaintance of the owner's butler with its unsuspected peculiarity of construction; there is the extraordinary prompt grant of letters of administration in the face of almost conclusive evidence of the execution of a missing will; and there are many more—especially the all-important discovery of a missing pineapple. If we have aided Mr. Appleton in stimulating the pleasure of curiosity we shall have done as much as he presumably desires.

DR. GEORGE SIGERSON is probably the busiest medical man in Dublin, and he is one of the greatest of living Irish scholars as well. More than that, he is a leader writer, a powerful land reformer, a translator of the old Gaelic tongue into modern verse, and an original poet of great power and charm. Examples of the more important of his works are to be found in "Irish Literature," just published by John D. Morris & Co., of Philadelphia. It contains a complete representation of the works of the foremost Irish writers in prose and verse, giving examples of all that is best, brightest, most attractive, amusing, and readable in

their books. The contents are such as scholars and literary critics approve, and it is first and foremost a library of entertaining reading. The editor-in-chief is the Hon. Justin McCarthy, M.P., associated with Dr. Douglas Hyde, Lady Gregory, J. J. Roche, and Professor M. F. Egan—with Mr. Charles Welsh as managing editor. The mythology, legends, fables, folk-lore, poetry, essays, oratory, history, science, fiction, travel, drama, humor, and pathos of the Irish race, as expressed in its literature, are brought within the reach of all, and "Irish Literature" focuses the whole intellectuality of the Irish people. It is remarkable that the great scientific professor, John Tyndall, was the first to show the world the scientific use of the imagination. The use of the imagination is the characteristic and dominant element in "Irish Literature." Writers and students of literature will especially profit by reading it.

A VIENNESE publisher recently issued a book called "The Great King Patakake," which was also on sale in Berlin. The police read the book, which was pronounced to be a thinly veiled satire on the Kaiser, whose foibles were obviously hit off in the guise of those of King Patakake, and the law courts have just heard the case *in camera*. The offending passages were duly considered, and the judge decided that the book must be withdrawn from circulation and all the copies in Germany destroyed. The result of this wide advertisement of the book is that every one in Berlin is trying to get a copy of the work smuggled across the Austrian frontier, and its circulation is likely to be much greater than if the police had ignored it.

THE REFLECTIONS and observations of a naturalist who has always succeeded in winning the affections of all nature-lovers by his descriptions of familiar haunts and new fields will be found in "Nature's Invitation," by Bradford Torrey (Houghton, Mifflin & Co.). From Moosilauke, Mount Washington, and Bald Mountains, Mr. Torrey proceeds to Ormond and the Everglades, where he is both the successful bird-gazer and the genial philosopher. He describes his travels through Texas and Arizona, recording the sights and sounds in the appreciative spirit of a happy guest who can always say, with Wordsworth, "On nature's invitation do I come." The volume should be a welcome gift-book, as it deals with nature in widely-separated, but always attractive, localities.

NO SATISFACTORY book on the architecture of modern cottages has appeared of late years, though all classes of cottage buildings have undergone considerable improvement during the past decade or two, and the evolution of the popular week-end cottage has come about in the meantime. John Lane has issued a timely volume in "Modern Cottage Architecture," edited by Maurice B. Adams, which presents by plans and views a series of examples of the older and later styles of cottages. There are fifty plates in all, reproduced from the architects' drawings, giving in each case plan and elevation sketch. These designs are the work in every instance of architects of note at the present moment, and were used to build from. They exhibit a considerable variety of plan, and though not arranged with any precise intention of showing what may be called the "genesis" of cottage arrangement—commencing with the single-roomed shanty or Scottish "but and ben" dwelling up to the more ambitious parlor home which now forms perhaps the most popular type of house among working people in the country—they may be fairly said to comprise examples of the several gradations of economical contrivance which represent practically all the main essentials necessary in working out either a single cottage or the group or row. Mr. Adams contributes an introductory series of notes on the practical aspects of the problem, such as the use of local materials, the choice of site, and sanitary appliances.

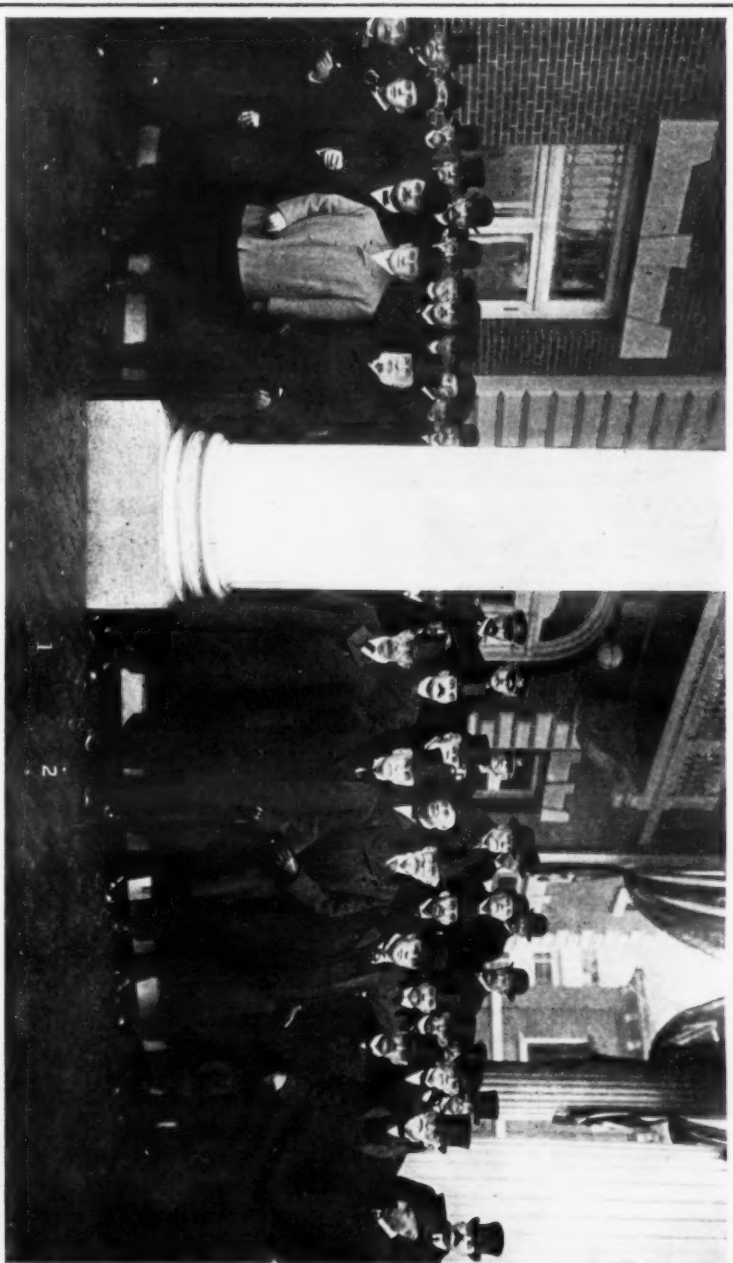
MUCH OF the astonishing success of the Japanese in the far-East war is due to their powers of endurance, which are the result of long and systematic physical training. The method in vogue in Japan for building up a strong and healthy body is the famous *jiu-jitsu*, which commends itself to all who are interested in exercise and athletics. The chief American expounder of this method is Mr. H. Irving Hancock, who has aroused widespread interest in it by publishing four volumes on different aspects of the subject. Mr. Hancock's latest work, "Jiu-jitsu Combat Tricks," elucidates various feats of attack and defense in personal encounter. The book is written in a clear and pleasing style and contains thirty-two illustrations of the different "tricks" described in the text. Anybody who follows Mr. Hancock's instructions will not only be better prepared to defend himself in case of necessity, but will also become a stronger and healthier person. Published by G. P. Putnam's Sons, New York.

LA SALLE A. MAYNARD.

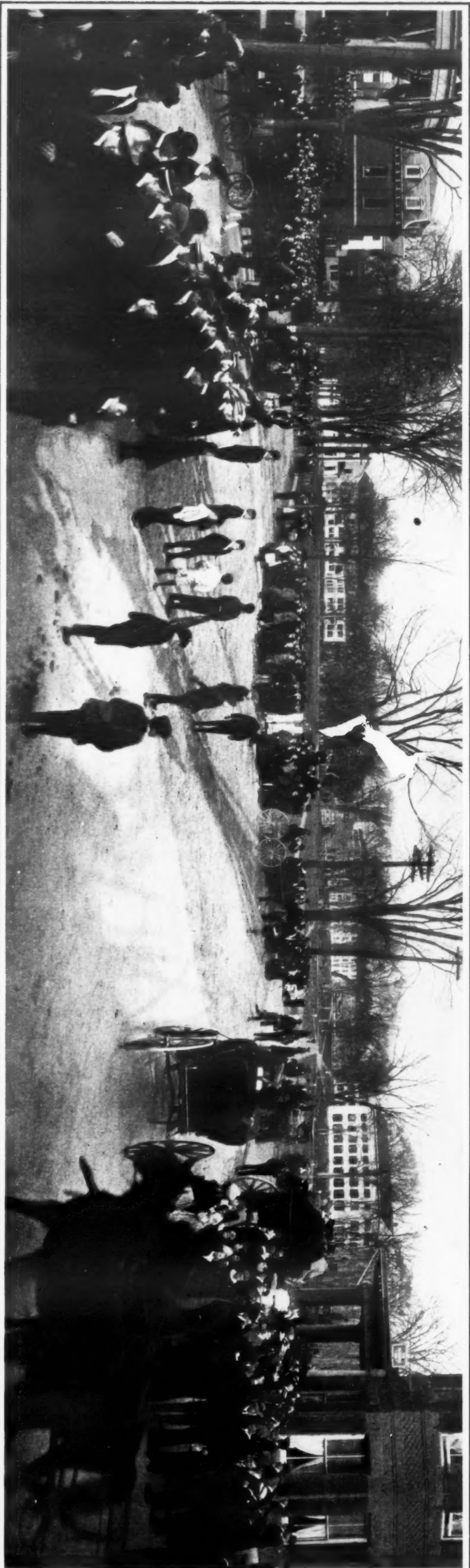
PREPARE the system to endure summer heat by fortifying with Abbott's Angostura Bitters.



LAYING THE CORNER-STONE—BISHOP TALBOT, OF CENTRAL, PENNSYLVANIA, OFFERING THE DEDICATION PRAYER AFTER THE EARL OF DARTMOUTH HAD HANDLED THE TROWEL.



GROUP IN FRONT OF COLLEGE HALL, INCLUDING THE EARL OF DARTMOUTH(1), PRES. TUCKER(2), OF DARTMOUTH COLLEGE, GOVERNOR BATCHELDER, OF NEW HAMPSHIRE, AND OTHER NOTABILITIES.



ARRIVAL OF THE EARL OF DARTMOUTH—STUDENTS TURNING OUT EN MASSE TO WELCOME AND CHEER THE ENGLISH NOBLEMAN.

UNIQUE EVENT AT AN OLD AND NOTED AMERICAN COLLEGE.

THE EARL OF DARTMOUTH COMES FROM ENGLAND AND LAYS THE CORNER-STONE OF A NEW HALL AT DARTMOUTH COLLEGE, N. H., OF WHICH HIS ANCESTOR WAS THE FOUNDER.

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Senator W. Murray Crane, the Best-loved Man in Massachusetts

Continued from page 444.

nearly in the light of a brother and a fellow-worker as a man occupying his position can well do. He is never too weary, never too hurried, or too much pressed with other cares and duties, to give a sympathetic hearing to anything an employé may have to say to him concerning the business itself or on matters of a deeper personal interest. In the hundred years of their history no strikes, lockouts, boycotts, or other labor troubles have disturbed the industrial life of the Crane establishments. As business advancements and changing industrial conditions have warranted better wages, shorter hours, and other advantages to the workers, they have been anticipated and freely granted without the asking. It is stated that the Saturday half-holiday movement in this country started in the Crane mills, the privilege being enjoyed by their employé some years before it was adopted elsewhere. As the population of Dalton is largely made up of mill operatives, the appearance of the village itself, its inviting and well-ordered homes, its beautiful streets, its prevalent atmosphere of thrift and comfort, all speak more strongly than anything else could do of the character and industrial status of these same people.

The moral and intellectual conditions prevailing among these mill workers are further attested by the fact that with a population of only about three thousand, ample support is found in Dalton for one of the finest and best equipped high schools in the State, in addition to two primary and grammar schools, all housed in handsome modern buildings, and that with five church edifices, three of them being unusual specimens of architectural taste and structural amplitude, there does not appear to be too much room to accommodate the local worshippers. The Daltonians are emphatically a church-going people.

Other evidence of the good habits and the clean atmosphere of the town, in a material as well as a moral sense,

appears in the fact that for nearly twenty years the sale of strong drink in any form has not been permitted in Dalton. Once in the twenty years the town went for license by a few votes, due, it was declared afterward, to a misapprehension of the situation on the part of several individuals. But even in that year the selectmen of Dalton, who must grant licenses if any are issued, and with whom the power of so doing is discretionary, refused to grant a single one, on the excellent ground that none of the three or four applicants was a fit person to have such a privilege. The liquor interest made an angry protest against this decision, but how the townspeople felt about it was shown the next year, when these same selectmen were re-elected by an overwhelming majority. Since that, the continuance of a no-license policy has been an accepted condition in Dalton.

I have not here dwelt upon the public career of W. Murray Crane; of the five years in which he occupied a chair under the golden dome that overlooks Boston Common, two as Lieutenant Governor of the State and three as Governor. While that was in an entirely different sphere of life and duty from the one he has occupied at Dalton, it could not be spoken of correctly as a separate chapter in his career. For perhaps the most distinguishing feature of Governor Crane's successive administrations during the three terms he held the office, and the feature which made them notable above most others, lay in the fact that he was precisely the same man in the Governor's chair that he has ever been in Dalton, and discharged the duties of the executive office in precisely the same spirit and

after the same methods that have characterized his management of his own business and won the esteem and confidence of his own neighbors and associates. He gave Massachusetts one of the most admirable examples that modern political history affords of government business conducted on the same principles that obtain among honorable and high-minded business men.

That was all there was of it. On the capitol hill at Boston, as on the streets of his own little home village, he was the same frank, earnest, unassuming, straightforward man, doing his manifest duty as he saw it, without the slightest regard to its political or personal consequences, and overcoming such opposition as might arise to his wishes and beliefs by a courageous insistence on what was right and just, accompanied with such kindness of manner and spirit, such manifest sincerity of motive, that even his strongest opponents had nothing on which to base a resentful or bitter feeling, while most of them came to be among his warmest personal friends. The various campaigns in which he ran as a candidate were unique in contrast with similar campaigns in near-by States by reason of the entire absence of personal acrimony and "mud-throwing" of any kind, so far, at least, as the heads of the tickets were concerned, and even the hottest opposition papers never found occasion to speak slightly of the personal character of Murray Crane. And when the question was before the people last fall of electing a successor to him in the executive office, the opposition press could find no higher praise to accord to their candidate than to say that if he was elected he would make "just as good a Governor as Crane."

The virtues of such a man should be set forth even while he lives, for the sake of the example it affords to American youth of the power that goes with a character formed simply on the lines of purity, honesty, and love of truth.

Tobacco's Prominent Part in Japan's Social Life.

Continued from page 438.

bisque-doll geisha of the wondering eyes and rose-bud mouth. She smokes cigarettes from morning until night, and the chief use she makes of the long, flowing sleeves of her beautiful kimono is as receptacles for packages of cigarettes and boxes of matches. I went with a party of foreigners down in Kioto one night to see a geisha dance. I hadn't been long in Japan and everything was strange and new to me, so I was interested in the most ordinary and uninteresting fact that *tabako-bons* and *kiserus* were brought in along with the never-beheld-before musical instruments, and that each girl spent all the time, when she was not dancing or singing, in earnest devotion to a cigarette or pipe.

Then, too, they would come and sit beside us on the floor and try so cunningly to speak English. Everybody in Japan knows how to say "very nice," and one of these little creatures seemed to take a particular fancy to me, because I was the only young woman in the party, probably, and more fussily dressed than the others, and she looked me all over in most extravagant admiration, from the bottom of my beruffled dress to the top of my red-flower hat, murmuring all the time, with the cutest imaginable accent, "Vewy nice, it vewy nice," together with a lot of Japanese that was Japanese to me; and all the time she was innocently blowing Morning Glory smoke in my face. Another one, and the tiniest one of them all, sat down beside one of the gentlemen and, taking his big Manila cigar out of his mouth, calmly proceeded to smoke it. Everybody laughed, of course, but she only blandly smiled and purred "Vewy nice," and that was the last the big Englishman saw of that cigar, for she sat and deliberately finished it, much to everybody's amusement. One really couldn't object to it, for she wasn't any bigger than a child, and she was so guileless and frank with it all. They all seem like that—the geishas—but I dare say there is much wisdom stored away under their elaborate *chignons*.

I speculate refrainedly as to what effect this constant misuse of mystic grass may have upon the geisha voice. At its best it is very like the lonely wail of a hungry cat on a back-yard fence. Indeed, all that Tom needs to make his imitation perfect is an accompaniment played upon a twanging *samisen*. However, Western "vocal methods" are getting in their deadly work even in Japan, and perchance the day will come when the geisha "meow" will be heard no more in the land of the moon-flower; when, instead, there will be operatic arias gracefully executed to a technically perfect accompaniment performed on a mellow-toned piano of Japanese make! Amida Butsu, withhold the day! Withhold the day, oh Shaka Muni! for its sun will rise to see the geisha a mere dream shadow, a fantastic sweet poem of the picturesque dead past of Dai Nippon.

Serene saints in the blessed nothingness of Nirvana, withhold that day while your own wonder-radiating Japan smokes on and meditates through clouds of smoke upon plans for her own individual greater greatness!



MOST PRIMITIVE POLLING-PLACE IN THE UNITED STATES.

SCENE ON ELECTION DAY IN A MOUNTAIN PRECINCT IN GEORGIA, WHERE MEN VOTE IN THE OPEN AIR, WITH A HAT FOR A BALLOT-BOX, WHILE A BOARD RESTING ON A LOG AND A ROCK SERVES AS THE CLERK'S TABLE.—Coe.

The Child-labor Problem.

AFTER ALL that has been said in just depreciation of child labor it is encouraging to learn, from a recent labor-bureau bulletin, that the conditions in this respect are not so bad as many have been led to believe. According to this showing there are employed in the productive industries of the country 1,752,187 children under sixteen years of age, while on the farms and in agricultural pursuits generally this number is greatly exceeded, and children working on farms and in gardens form about sixty per cent. of the total number engaged in remunerative employment. This does not mean that the agitation against child labor in factories has been needless and ineffective, but the information is important in indicating that abuses of this sort are not so widespread and formidable that they may not be overcome in the near future by proper laws and the force of enlightened public sentiment.

Washington.

THE STATE OF DESTINY.

BESIDE the blue Pacific seas
She builds her battle-ships,
And eyes the white Alaskan trail
Which frost forever grips;
And while her fair and fertile fields
With busy hand she sows,
She hears afar the Russian bells
Ring out across the snows.

NO ancient creed or feudal claim
Her future highway bars;
Her destiny is like the sea
And reaches to the stars.
She stands upon the Union's verge,
And points where, far away,
The crumbling towers of Europe lift
Their battlements of gray.

FOR lo! a band of men will come
Some morning to the State
And spin a web of shining steel
Across to Behring Strait;
And Washington shall proudly rise
For all the earth to view,
A great and glorious gate between
The Old World and the New.

MINNA IRVING.

How They Vote in Darkest Georgia.

AN ODD CUSTOM prevails in one of the remote and isolated counties of northeast Georgia—Rabun, the county that annually produces more illicit whiskey than any other like area in the world. In a certain precinct in this county, far removed from anything like a village, even, and surrounded by some of the roughest and grandest scenery east of the Rockies, a locality is known as "the law grounds." It is centrally located, to accommodate the scattered inhabitants, and for upward of a hundred years all cases at law have been tried, and all elections for county, State, and Federal officers have been held, on these common grounds. If the weather is pleasant, the meetings invariably take place in the open air, otherwise an old building is occupied.

The writer happened to pass this odd polling place about noon on the presidential-election day, November, 1900. Twelve voters were present, reclining on the ground. A board, one end of which rested upon a log and the other on a rock, served the clerk for a table, while a hat was used as a ballot-box. A gentleman informed me that there were one hundred voters in the precinct, adding that it was customary to count the ballots whenever any one desired to know how the different candidates stood!

CHARLES H. COE.

The Spread of Consumption.

DID THEY not come from such a high and authoritative source, the statements made by the State Medical Society at its recent annual meeting as to the prevalence of tuberculosis in New York City might be regarded as an alarmist cry and quite incredible. These statements were to the effect that tuberculosis is still epidemic in the metropolis, there being from 8,000 to 20,000 cases annually, a number far in excess of any other disease. These figures show that in spite of all the advance made in recent years in the treatment of this plague, much remains to be done. In view of the facts, as stated, the advice of the State Medical Society that societies for the prevention of tuberculosis should be organized in every community, and that senior students in every grammar school and high school should be required to pass an examination in the method of preventing the spread of the disease, seems entirely worthy of general adoption.

For Nervous Women.

HORSFORD'S ACID PHOSPHATE.

It quiets and strengthens the nerves, relieves nausea and sick headache, and induces refreshing sleep. Improves the general health. Its benefits are lasting.

Milk Mixtures

for babies are many times dangerous, in that the milk may become tainted. Borden's Eagle Brand Condensed Milk is absolutely safe, being rendered sterile in the process of preparation. As a general household milk it is superior and always available.



THE MYSTERIOUS "WHITE GHOST TANDEM"—PECULIAR FOOTBALL PLAY AT HARVARD.
Boston Photo News Company.



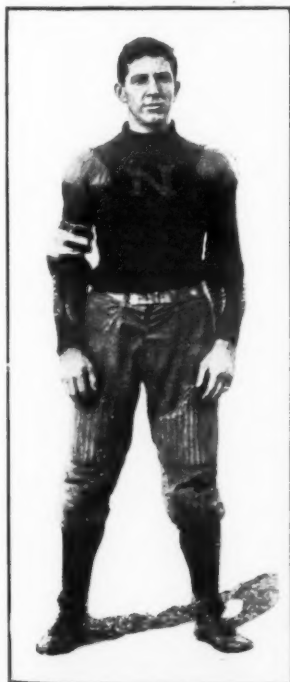
CAPTAIN HURLEY, OF THE HARVARD ELEVEN, TEACHING HIS MEN TO FALL ON THE BALL.
Boston Photo News Company.



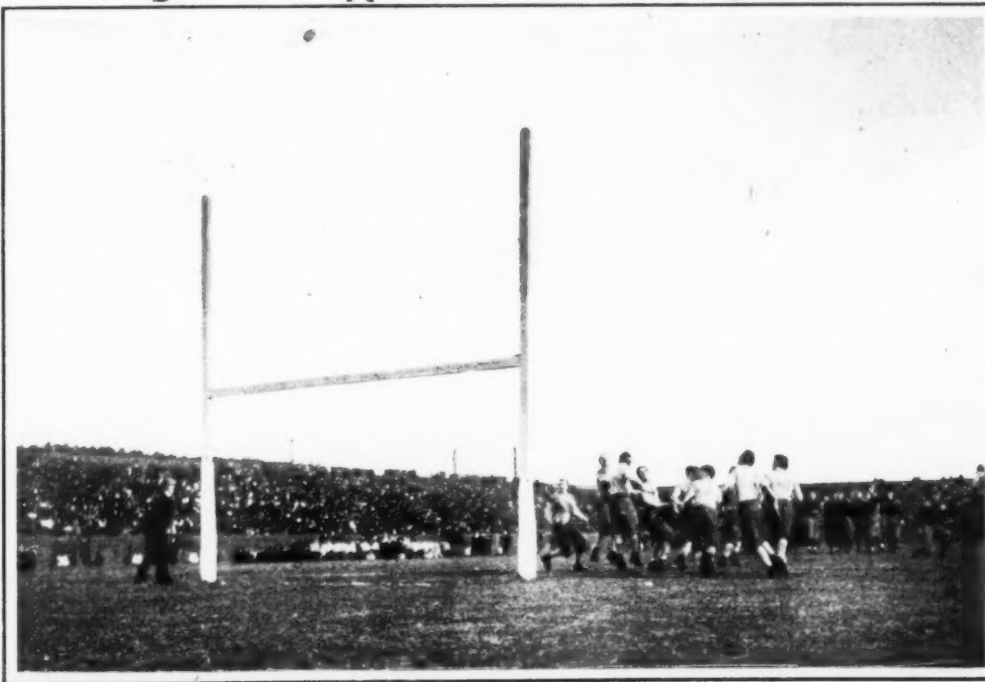
CORNELL FOOTBALL TEAM LINED UP AND READY TO PLAY.—*Robinson.*
Wilder, centre; Furman, right guard; Hall day, right tackle; Van Orman, right end; Dann, left guard; Cook, left tackle; Hackstaff, end; Lynah, quarter; Cox, full-back; Dewey, right half; Rice, left half.



C. G. WRIDGWAY PASSING THE GRAND STAND IN AN AUTO RACE AT BRIGHTON BEACH SHORTLY BEFORE HIS CAR RAN INTO A FENCE AND WAS WITHDRAWN.—*T. C. Muller.*



FARLEY, CAPTAIN AND LEFT TACKLE OF THE NAVY ELEVEN AT ANNAPOLIS.—*Mrs. C. R. Miller.*



FIRST GOAL KICKED FOR PENNSYLVANIA (BALL SEEN IN THE AIR) IN THE GAME WITH COLUMBIA AT PHILADELPHIA, WON BY PENNSYLVANIA 16 TO 0.
Pelrice & Jones.



GERALD O'LOUGHLIN, HALF-BACK OF THE COLUMBIA UNIVERSITY ELEVEN.—*Earle.*

POPULAR SPORTS OF THE WANING YEAR.

FOOTBALL GAMES AND AUTO-RACING, AND SOME OF THE LEADING PLAYERS ON COLLEGE ELEVENs.

Jasper's Hints to Money-makers

[NOTICE.—This department is intended for the information of the regular readers of LESLIE'S WEEKLY. No charge is made for answering questions, and all communications are treated confidentially.]

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tially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests. Subscribers to LESLIE'S WEEKLY at the home office, at regular subscription rates, namely, \$4 per annum, are placed on a preferred list, entitling them to the early delivery of the papers, and, in emergencies, to answers by mail or telegraph. Address "Jasper," LESLIE'S WEEKLY, 225 Fourth Avenue, New York.]

[T IS BETTER to be an hour too early than a minute too late. The reaction in the stock market that cautious men had constantly predicted, every one knew must come. The sharp breaks, a little sharper each time, were decided evidences of weakness. They also evidenced the liberal selling of shares by those who were anxious to unload. They found that the public would only take a limited amount of stocks and then prices would begin to decline. These manipulators have been afraid to permit a decided reaction, because they feared that a selling movement, once started, would lead to a rush of orders from all sides and a decline that nothing could stop until the verge of panic was reached. They have the stocks and don't want any more.

The manipulators have unloaded some of their holdings at high prices, but find it difficult to get rid of the rest, for the public, having once been bitten, is slow to bite again, and is beginning to realize the truth of the statement of President James J. Hill, of the Northern Securities Company, that railway stocks which have advanced from \$20 to \$30 a share during the past six months had just as much real value then as they have today, and that but for idle money, which, seeking a chance for investment and failing to find it, has turned to speculation, the summer rise would not have taken place. The basis of the rise was not improved business conditions, as recent events have shown. Mr. Hill's warning that the public "had better be a little cautious or they will get bumped" in the stock market was an echo of my own, and he added, for the further information of outsiders, that all the talk of a settlement of the Northern Securities suit is "nonsense."

How much of the rise in the stock market has been due to nonsensical talk we are beginning to learn. What has become of the great traction combination in New York City, on which the price of B. R. T. was doubled? How much of a revival in the iron industry is revealed by the bitterly disappointing quarterly report of the Steel Trust, just made public? How much truth is there in the widely-circulated reports that railways are once more making extensive purchases of rails and car equipments? The Steel Trust's rail business is about at the lowest ebb, and the directors of the Pressed Steel Car Company have finally passed the dividend on the common, although an extra dividend of one per cent. was declared last year, and on this declaration the common stock was smartly advanced and unloaded on the public. We all recall the rumors circulated for two years of a great lead-trust merger; of the purchase of Chic. Great Western; of the absorption of Erie, first by the Goulds, next by the Vanderbilts, and next by Harriman interests; of the great Missouri Pacific-Wabash transcontinental system, and, more recently, of the purchase of Ont. and Western by the New York and New Haven. It may be that some day the Erie, with its most valuable line from New York to Chicago, will become the part of a great system. It may be that the Ont. and Western will be taken in by the New Haven, although if the stockholders of the latter permit this deal to go through on the

Continued on page 451

FINANCIAL AND INSURANCE.

IMPORTANT TO TAXPAYERS.
Department of Finance, Bureau for the Collection of Taxes, No. 57 Chambers Street (Stewart Building) New York, November 1, 1904.

NOTICE IS HEREBY GIVEN TO ALL persons whose taxes for the year 1904 have not been paid before the first day of November, of the said year, that unless the same shall be paid to the Receiver of Taxes at his office in the Borough in which the property is located, as follows:

BOROUGH OF MANHATTAN, No. 57 Chambers Street, Manhattan, N. Y.
BOROUGH OF THE BRONX, corner Third and Tremont avenues, the Bronx, N. Y.
BOROUGH OF BROOKLYN, Rooms 2, 4, 6 and 8 Municipal Building, Brooklyn, N. Y.
BOROUGH OF QUEENS, corner Jackson Avenue and Fifth Street, Long Island City, N. Y.

BOROUGH OF RICHMOND, corner Bay and Sand streets, Stapleton, Staten Island, N. Y.—before the first day of December of said year, he will charge, receive and collect upon such taxes so remaining unpaid on that day, in addition to the amount of such taxes, one per centum on the amount thereof, as provided by sections 916 and 918 of the Greater New York Charter (chapter 378, Laws of 1897).

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The Mutual Rubber Production Company offers to the readers of this magazine an opportunity to become associated in an enterprise of immense profit, which will yield you or your heirs a sure and certain income, and on terms that are within the reach of everybody. The shares in this investment are selling above par right now, and they are selling fast. In fact, there are only a few hundred left in the present series. Fifteen hundred satisfied share holders, scattered all over this country, testify to the splendid conservatism of this enterprise. It is not unlikely that among these fortunate ones may be some of your friends. If you act at once you will have the opportunity of joining this new and immensely profitable investment, at the present price, before the series is exhausted. The enterprise is so popular with these readers that we are reserving a few shares in anticipation of their orders—but this block is not so large as we would like to make it. Indications are that it will be largely over-subscribed. If you have been procrastinating—if you have been putting it off "until to-morrow," or "until next week," it behooves you, now, to

SECURE YOUR SHARES AT ONCE

The Mutual Rubber Production Company is divided into only 6,000 shares, each one representing an undivided interest equivalent to an acre in our great commercial rubber orchard. These 6,000 acres are in the State of Chiapas, Mexico—the finest rubber land in all the world. In this orchard we are changing the production of crude rubber from the uncertain method heretofore employed—that of reckless and destructive tapping by improvident natives—to the most solid and permanent basis known to modern scientific forestry, and under Anglo-Saxon supervision. No industry ever underwent so radical a development as we are now engaged in, without making immensely wealthy all those interested in the change. The enormous fortunes made in the past, by gathering crude rubber from virgin trees scattered here and there in the tropical jungle, are as nothing compared to the sure and permanent incomes to be derived from this new industry.

Five Acres, or Shares, in our Rubber Orchard, planted to 1,000 Rubber trees, will at maturity yield you a sure and certain income of \$100 a month for more years than you can possibly live. Your dividends average 25 per cent. during the period of small monthly payments.

No large cash down payment is required to secure these shares, as they are paid for in small monthly installments, as the work of development progresses. For \$20, as the first monthly payment, you can secure five shares. Then you pay \$20 a month for 11 more months, then \$15 for 12 months, then \$10 a month for a limited period, until you have paid \$1,410, the full price for five shares (\$282 each in the present series). But, meantime, you will have received dividends amounting to \$1,050, or \$210 per share, so that the actual net cost of the five shares in this remarkably safe and profitable investment will be only \$360 of your own money, or \$72 per share. Then, from the maturity period onward, your five shares, or acres, will yield you or your heirs \$1,200 a year for more years than you can possibly live.

Early dividends are provided by "tapping to death" 400 of the 600 trees we originally plant to each acre, and the 200 trees remaining for permanent yield will produce every year at least two pounds of rubber each, at a net profit of 60 cents a pound. These statistics are vouched for by the Government reports of the United States and Great Britain—the most reliable sources of information in the world.

This means, on your five-share investment, a permanent and certain income of \$1,200 a year, or \$2,400 a year on ten shares, or better still, twenty-five shares will yield you \$6,000 a year. Of course, a single share can be secured on the same advantageous basis. Here is the opportunity for people of moderate means to secure an investment in a new and immensely profitable industry, that is already attracting the attention of great capitalists.

Already over 4,000 shares in this Company have been sold, and remember, there are but 6,000 shares altogether. The work at the plantation, owing to the even and unchanging climate of the semi-tropics, is progressing rapidly. Shares will positively not be sold at the present price after those in the present series are closed out. Then a sharp rise in price will be made without further notice.

Every possible safeguard surrounds this investment. The State Street Trust Co. of Boston holds the title to our property in Mexico as trustee. We agree to deposit with them the money paid in for shares, and we file with them sworn statements as to the development of the property. This company also acts as registrar of our stock. You are fully protected from loss in case of death or in case of lapse of payment, and we grant you a suspension of payments for 90 days any time you may wish. Furthermore, we agree to loan you money on your shares.

We can prove to you that the five shares in this investment, paid for in small monthly installments, will bring you **an average return of twenty-five per cent. on your money during the period of payment**, and will then bring you **\$100 a month for more than a lifetime**. This opens the door for yourself, not to wealth, but to what is far better, a competency for future years, when perhaps you will not be able to earn it. Payments of \$4.00 per month the first year and smaller payments thereafter will secure you one share.

If you will write us at once, full and concise information proving every statement will be promptly furnished at our expense. This information will quickly put you in close touch with every detail of our plan. Your every request will receive immediate attention. Write us now.

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For full particulars apply to E. P. STEPHENSON, General Manager, Carnegie Hall.
Asthma Cured to Stay Cured. No medicines needed afterward. Book & Free P. Harold Hayes, Buffalo, N. Y.

Jasper's Hints to Money-makers.

Continued from page 450


basis reported they will be very foolish. President Mellen, of the New Haven, seems to have a passion for absorbing trolley lines and everything else that comes in his way. If he is permitted to have his notions carried out the day may not be far distant when the stock of the N. Y., N. H. and H. will be within the reach of the humblest citizen.

Of course if these great combinations are made they do not add necessarily to the intrinsic value of the constituent properties. The absorption of Erie by the Rock Island would not add materially to the business of either unless it took away business from some of their competitors. What one gains another must lose, but much depends upon the terms on which properties are absorbed. If these terms, as in the case of the Ont. and Western, as reported, include the offer of a first-class bond in exchange for a second-class stock, the obvious advantage of the exchange to the stockholders of the purchased railroad becomes apparent, but the purchasing railroad must pay the price of its extravagance, eventually. Deals of this kind are usually the outcome of a speculative spirit. Those who know all about them and who are on the inside can go into the stock market and, taking advantage of their early knowledge, buy the stocks that are to be benefited. If the deal goes through, insiders get the benefit. If the deal fails, information of that fact is withheld from the public until the insiders have unloaded at a profit, so that it is a game in which there can be no loss for the insider, no matter how the wind blows.

At such a time the tipster and bucket-shop people find their opportunity to do business. They issue all sorts of statements for the benefit of clients and the rest of the public. Of late they have been circulating pretentious pamphlets, each bearing on some separate stock, and telling the public what ought to be bought and what ought to be sold. Occasionally brokerage firms of fair standing engage in this sort of business, imitating the example of a few conservative old houses that have been in the habit for many years of circularizing their customers in a conservative way.

Some of my readers, during the past few months, have called attention to the circulars of the Boston firm which made a vicious attack on the American Ice Company and which exploited a number of stocks that did not commend themselves to me in any way, and last year made a ridiculous effort to secure the proxies of the stockholders of the American Ice Company. It was not a member of the New York Stock Exchange, and was very fond of telling its readers how to get rich quick. Some of my followers were tempted to follow the tips of this concern regardless of what I might say. Now comes announcement of the failure of the concern, with liabilities of \$300,000 and assets of only \$50,000. These gentlemen, who were so anxious to make my readers rich, ought to have taken a little of their own advice. Perhaps they did, but it did not keep them out of the bankruptcy court.

It is the unexpected that happens in Wall Street as everywhere else. Who would have thought that a Russian fleet could have been so wicked and wild as to invite a war with the greatest naval Power in the world by attacking a lot of defenseless fishermen? And yet that incident disturbed all Europe, created a panicky feeling on its exchanges and stimulated a demand for gold which has reflected itself in our money market as well as in our stock market. I said all through the bull movement, that a rise in money would be the first signal of the end of the bull campaign, and that the tremendous conflict in the far East, involving an expenditure of fifty million dollars a month, must ultimately affect interest rates here, as at every other moneyed centre in the world. And I have said that stocks not of the gilt-edged investment quality that had been advanced to such an extent that they yielded scarcely 4 per cent. were too high, because more than 4 per cent. was being offered by some of the great world Powers for their war loans, and more loans at higher rates were bound to follow. Suppose the bull manipulators suddenly find the public out of the market, banks calling in their loans and increasing the rates of interest. Will the bull leaders be able to maintain their position, or will they be obliged to un-



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load their stocks? And if the public will not buy them, who will, unless the bargain-counter is open?

Not long ago one of the most conservative brokers on the Street remarked: "I am bullish, but nervous." That has fitly expressed the sentiment of the past two or three months. Speculators, in a sort of financial frenzy, have been jumping into the market for quick turns, hoping to get out with small profits before a reaction came. They have been in and out, making money on each additional rise and each reaction, but they all have realized that some would get in too late. The man who waits for the last cent is usually the one who gets left.

"H." Kennett Square: Impossible to do so while conditions are so constantly changing and rumors of new combinations and deals are being so industriously circulated.

"O." Salt Lake City: If business conditions improve the coming year, all the semi-investment stocks you hold are liable to maintain their respective prices unless an unexpected and widespread financial disaster overtakes the market. It might not be best to cover during such a rise, yet you must bear in mind that you are short of stocks that may be advantaged by projected plans for a community of interest among the transcontinental lines, and also by a combination of our local tractions. I would await the outcome of the present boom, which must be followed, sooner or later, by a reaction, when you may have a better opportunity to cover.

"Jack." New York: 1. It depends upon the developments brought out, and what these may lead to. At present it looks like a personal affair. 2. I would take a profit and look for another chance to get in on a lower range. 3. On its earnings Soo common does not look dear, though, having advised its purchase more than twenty points below the present price, I am not recommending it so earnestly now. Soo preferred, paying 7 per cent., looks much cheaper, and unless the entire market gives way, is entitled to range much nearer the price of other 7 per cent. stocks of its character, Chic. Milwaukee and St. Paul common and Chic. and Northwest common, for instance.

"Laona": 1. American Woolen common, on its earnings, does not look unattractive. If business conditions improve, it ought to do better. It ranged last year from 7 1/2 to 14 1/2, and this year from 10 to 21. 2. Distillers' Securities made an excellent annual report, but I am told that some of the strongest parties connected with it, at the time of its organization, and whose names lent great strength to the corporation, have withdrawn. Many bull tips on the stock and bonds have been circulating recently, but the shares seem to drag in rather a suspicious way. Railway Steel Spring would have

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the preference. There is not much difference in the prices of the two.

"N." Sandusky, O.: 1. Not dealt in on the New York Exchange. It reports excellent business and increasing earnings. 2. The market is fairly entitled to a reaction, and I would not be in a hurry to get into it excepting for quick turns. These should be made in stocks showing greatest activity. Note weekly suggestions. Conditions change too rapidly to make it possible to name special stocks a week ahead as particularly good for a turn. I advised the purchase of Int. Mer. Marine around 5, Chicago Traction around 7, and N. Y. Transportation around 6. They have all had a substantial advance. Some readers wait too long, and hence get into the market at too high a level, and some are not patient enough when they are in.

Continued on page 452.



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MR. R. LEO MINGES.

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Mr. Minges resides in Rochester, N. Y., and has devoted the best part of his life in studying and experimenting on the Cartilage, and his great efforts have at last been crowned with success. A large company, composed of Rochester's leading citizens, has been formed for the purpose of placing Mr. Minges's discovery and invention before the public, so that now it is possible for any lady or gentleman who is short to increase his or her height from two to five inches. These results are absolutely guaranteed.

Mr. Minges has successfully used his method on himself, and has grown from a short, stunted boy to a handsome, robust man of 6 feet 1 inch in height. Thousands of people living in all parts of the world are using his methods with equally as startling results. Let us send you the absolute proof of the above statements. We have just issued a beautifully illustrated book entitled "The Secrets of How to Grow Tall," which contains information that will surprise you. Ten thousand of these remarkable books will be given away absolutely free of charge in order to introduce them. If you fail to receive a copy you will always regret it. This great book tells how Mr. Minges made his wonderful discovery. It tells you how you can increase your height and build up the entire system. It contains the pictures and statements of many who have used this method. After you receive this book you will thank us the longest day you live for having placed within your reach this great opportunity.

Remember, a postal card will bring it to your very door, all charges prepaid. All correspondence strictly confidential and sent in plain envelopes. If you wish a free copy of this book and the proof of our claims, write to-day. Address The Cartilage Co., 340 A Unity Building, Rochester, N. Y.

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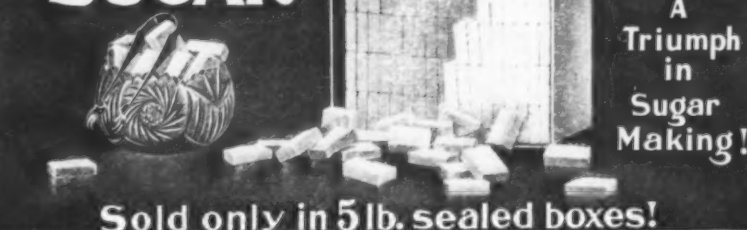
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Jasper's Hints to Money-makers.

Continued from page 451.

"Cleveland," O.: I have no use for anonymous writers.

"U." Niles, O.: I do not answer inquiries regarding life insurance.

"M." Dayton, O.: Glad of your profit. Would not be in a hurry to re-purchase.

"Uno," Deep River, Conn.: Note weekly suggestions. Conditions changing constantly.

"G. S." Chicago: You are not a subscriber at the home office. Read introductory note at the head of my department.

"Rex," Oakland, Cal.: The seller of puts and calls to which you refer has no standing, and I would advise you not to trade with him.

"H." Berwick, Penn.: I advise you to communicate with the secretary of the New York Stock Exchange and of the Consolidated Exchange.

"J. S." Worcester, Mass.: 1. Not much difference. 2. Toledo St. L. and Western 4s, around 80, San An. and Ar. P. 4s, around 90, are not dear.

"G. S." Chicago: The only way in which you can get on my preferred list, with the privilege of securing the first papers mailed from this office, is indicated by the note at the head of my department. Read it carefully.

"W." Columbus, O.: I know of none excepting those which are too technical for the ordinary lay mind. New York daily papers, with their reports of earnings, business, and financial conditions, are a pretty good guide, though their financial columns are more or less influenced or biased.

"W." Cleveland, O.: The rise to 40 of Ice preferred seemed to fairly discount the improved condition of the company, for it is certain that no dividends can be expected at present, and unless the weather should be more favorable next year surplus earnings might more properly be applied to working capital than payment of dividends. A very warm summer of course might change the situation. The whole market is entitled to a reaction. I would not sell my Ice at a loss.

"H." Allegheny, Penn.: 1. I do not see that the offering of Steel Trust stock to the employees will have any particular effect on the price. It may tend to more friendly relations with employees who accept the proposition, and that is probably the result aimed at. 2. If you can protect yourself, you ought to be able to cover, although the decided strength in U. P. is sympathetically felt by Atchison.

"A. B. C." Saugerties, N. Y.: 1. Watson & Alpers, 55 Broadway, stand well. 2. The quarterly statement of the Steel Trust fully substantiates what I have repeatedly said regarding the continued depression of the iron industry. I am satisfied that if the books were opened they would disclose that earnings of the trust, if proper charges for depreciation were made, would not meet half the dividends on the preferred.

"P." New York: 1. I have no doubt that large interests have been absorbing Mexican Central securities, probably to secure control. The stock has had a greater advance than seems justified, and if I bought anything I would take the first income bonds. 2. The value of Interborough is still to be demonstrated. If expectations of its promoters are realized, it is not dear, but an accident in the subway might seriously injure its earnings. How popular the subway will finally be, remains to be seen. In Boston it has been a great success.

"New Jersey": 1. Railway Steel Spring, when it gets ready to advance, although you must be patient. A more active speculation is Reading common, on reactions. 2. Union Pacific, until the mystery of its recent advance can be explained, will be dangerous to sell short. The annual statement, showing earnings of 11 per cent. on the common shares, I accept with some grains of salt, in view of the heavy borrowings of the company. Prominent financiers still insist that it must sell higher. 3. I would be inclined to take a profit in Steel and not wait for the last cent, especially after the remarkable rise it has, which has certainly discounted any industrial improvement that can possibly exist.

"S. B." New York: 1. I do not believe it is a good time to buy the common shares of railway equipment industrials heavily over-capitalized, such as American Car, Locomotive, and Pressed Steel Car. The last mentioned is constantly meeting increased competition. Railway Steel Spring was organized with less water in it than any other similar industrial, and is not burdened with a bonded or floating debt. For this reason it is believed to be the best industrial of its class. The preferred is 7 per cent. cumulative and the first dividend on the common of 2 per cent. was paid last April. It

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has a surplus of about \$2,000,000, and ought to pay 4 per cent. on the common. 2. Eventually you ought to do much better if you can wait and keep your margins up.

"G. S." Pittsburgh, Penn.: 1. While earnings of Southern Railway make the common stock look high enough, yet the business prosperity of the South, based largely on the excellent prices received for cotton, are stimulating investment in all railway shares in the South. Large holders of Southern Railway have long promised to put the common as well as the preferred considerably higher, and while they have the advantage of cheap money they will try to do so. I would hesitate to be short of any stock on a slender margin. 2. No one can tell how high manipulation and an increased buying demand from the outside public will put a stock. 3. Talk of dividends on Southern common hardly seems to be justified. On the basis of earnings, Erie common makes a better showing.

"H." Troy, N. Y.: 1. The Atchison adjustment 4s are regarded with considerable favor, standing ahead of the common and preferred shares as they do. Interest on these bonds was payable out of net earnings up to 4 per cent. each year, but in 1899 an agreement was formulated by which semiannual payments were to be made on bonds whose holders accepted the agreement, the same being stamped on assenting bonds and semiannual coupon sheets attached. 2. The serial debentures were issued to pay for properties acquired and to provide for improvements, \$2,500,000 falling due each year. I do not regard these as much better than Clover Leaf 4s, selling somewhat lower, or the Great Western Debenture Stock.

"Z. Z. Z." Ohio: 1. Observant brokers are inclined to believe that the bull manipulators, whenever they have been able to get rid of their burden of stocks, will be ready to short the market after election. I would rather have a dividend-paying industrial common, like Railway Steel Spring, than Steel Trust common. There is a little difference in the prices of the two, but you might try the swap if you are not averse to a speculation of this kind. Of course the same influences that have put up the prices of Steel shares to present figures might be able to put them higher, but after such a rise, without a materially improved condition of the iron industry, it would be extraordinary to find Steel common approximating the figures of the old-time boom. 2. The possibilities of Wabash preferred are better than those of Steel common. Texas Pacific would be better than either. 3. I have repeatedly given my opinion of Colo. Fuel. On its earnings it is selling high enough, in view of the heavy bonded debt that has recently been placed ahead of the stock. The changing conditions of the market make short sales hazardous unless one knows his ground well. 4. Not particularly attractive. 5. For a time I am inclined to believe that Ice preferred, if purchased on reaction, would give you better results than Wabash preferred, but nearly all stocks are getting too high, in the judgment of experts.

"Soudan," Mexico: 1. I recently gave the facts about N. Y. Transportation somewhat *in extenso*. It was originally the N. Y. Electric Vehicle Transportation Company, organized to operate and deal in automobile and other vehicles and patents, to conduct an electric-cab service in New York City, and, finally, to operate stages on Fifth Avenue, for which it has a franchise. The original authorized capital was \$25,000,000 par \$100. Twenty dollars in all has been paid in on the capital stock, which has been reduced to \$5,000,000, par value \$20. No report of its earnings is made, though I was told at the last annual meeting that it had \$600,000 in bank and had done a fairly good business during the year. The Fifth Avenue franchise ought to have great value. 2. American Woolen preferred, Int. Paper preferred, Va.-Car. Chemical preferred, U. S. Leather preferred, Amer. Chiclé preferred, and Railway Steel Spring preferred. 3. Railway Steel Spring common, Amer. Woolen common, American Ice preferred. 4. Yes, around 30. Perhaps one of the best. 5. I still believe that Int. Mer. Marine common is a fair speculative investment, if one has patience to hold it until the shipping industry revives, which ultimately it must do. 6. Amer. Chiclé common pays 1 per cent. a month. It has shown large surplus earnings each year. I advised its purchase when it sold around 70 and it has since been considerably above par. Few industrials have a better record. The capital is small, only \$3,000,000 preferred and \$6,000,000 common.

Continued on page 453

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Jasper's Hints to Money-makers.

Continued from page 452.

"X," Brooklyn: 1. I find no rating. 2. I said before that it had discounted the improved condition which the year's earnings show.

"H," Boston: Your proxy for the annual meeting of the Standard Rope and Twine Company has been received. I will endeavor to have some one represent you, if possible.

"S. A. C.," Rochester, N. Y.: 1. It is not regarded as particularly strong. 2. It does not seem possible that the Steel Trust shares can be maintained at present figures unless there is a more decided revival in the iron industry than it has yet experienced. Yet the talk is of higher prices for Steel preferred. I am told that there is still a large short interest in it, and you might find yourself in too much company on that side of the market at present.

"X," Virginia: 1. Colo. Fuel and Iron, having the Rockefeller and Gould interests behind it, may be advanced for purely speculative reasons. I regard the bonds ahead of the stock as much more desirable. 2. On the capital and business of the two I prefer Tenn. Coal to Republic Steel preferred. The Gates interest in the latter, however, may lead to greater speculation in it. 3. I was told by one of the officials of Railway Steel Spring last summer that the business of the company justified 4 per cent. dividends on the common, although the price at that time—a little above 20—seemed absurdly low even for a 2 per cent. stock. It has advanced a little of late, but if the 4 per cent. dividends are paid it ought to approximate nearer the price of other similar dividend-paying industrials. National Biscuit common, also paying 4 per cent., sells around 50. 4. The broker's commission is the same, regardless of the price of the stock, if the purchase is made on the New York Stock Exchange. Bay State Gas is bought on the "curb," not on the Stock Exchange, and the commission is very much less.

"Jack," New York: 1. The advantage of holding the U. P. convertibles is that it gives you an option virtually on the common stock. I would be inclined to hold them under the circumstances. 2. The Otis Elevator Company reports better earnings, but it has suffered severely from the protracted building strikes. U. S. Leather preferred, or even Int. Paper preferred, looks quite as good and costs less. I am told that the earnings of Int. Paper preferred and its valuable holdings of timber lands and mill property assure the dividends on the preferred, and, if this be true, it is one of the cheapest of the industrials. It has paid a 6 per cent. dividend with great regularity, and the bonds ahead of the stock sell considerably above par, which is always a good sign. 3. The effort to put Steel preferred on a parity with the bonds no doubt succeed. The syndicate which underwrote the bond-conversion scheme bought the preferred as high as 94, and may not be satisfied until that price is reached again, but I would rather have Int. Paper preferred, paying 6 per cent. and selling at considerably less than 80, than Steel preferred, paying 7 per cent. and not earning it, and selling higher.

"F. S. T.," Philadelphia: 1. I do not see how we can expect to put our untied and reorganized railroads on a 4 per cent. basis at a time when loans of great countries like Russia and Japan yield far greater returns, and many excellent bonds in Wall Street do better than 4 per cent. 2. Do you mean U. P. or N. P.? Your writing is not too legible. 3. The firm has an excellent rating. 4. A man who starts in with a few thousand dollars to make a competency in Wall Street will have to run considerable risk because, unless he deals in first-class investment securities (which requires a lot of money), he will have to run a gambler's risk nearly all the while. 5. The rise which St. Paul, Burlington, and Northwestern have had may be paralleled later on by a few existing lines, and probably will be. I think very well of the "coalers" you have mentioned, and hear especially good reports of Soo preferred. This stock ranged last year from 109 1/2 to 132 1/4, and this year has sold from 116 up to its recent figures, approaching 140. The common shares have had a steady rise until they are beyond 80. They pay 4 per cent. and the preferred 7 per cent., and many regard the latter as worth fully as much as St.

Paul or Northwest on account of the splendid increase in its business, growing out of the rapid settlement of its territory.

"M.," Cincinnati, O.: 1. I am glad that you were smart enough to buy American Ice preferred at 19 when I first suggested its purchase. A good many who waited to buy it at much higher figures and then became tired because it did not advance quickly enough, were inclined to find fault. A good profit is always a nice thing to take, and you have acted wisely. 2. I am told by a party prominently connected with Railway Steel Spring that its orders during the past month exceeded the entire amount of orders of the preceding year, that it has no floating or funded debt, \$2,000,000 in the treasury, and will go on a 4 per cent. annual dividend-paying basis. If this be true the common stock, around 25, looks attractive. It paid a dividend of 2 per cent. on April 4th, last. If it is to be put on a 4 per cent. basis, it would seem as if another dividend should have been declared by this time. If insiders are accumulating it, they would probably withhold the dividend until later on. 3. For investment, I recommended Manhattan El. when it sold around 130, and said that a 7 per cent. guaranteed stock of its character ought to sell much higher, because of its investment quality. It has now passed 160. Another 7 per cent. stock, which has been very low compared with shares of its quality, is Soo preferred, or Minn. St. Paul and St. S. Marie. There is but \$7,000,000 of this outstanding, and the common stock, of which there is over \$14,000,000, pays 4 per cent. The managers of the road have recently been heavy purchasers of the preferred, I am told, and it is their buying that has given it the recent advance. On the basis of other 7 per cent. railroad stocks, it should sell much higher, as it pays nearly 5 1/4 per cent. on the present selling price, which is much more than most investment stocks pay.

"F.," Troy, N. Y.: 1. The fact that this rise has in many instances more than half made up the loss since the break in the great boom of two years ago shows that it has substantially discounted all the returning prosperity in sight. The public has been anticipating a boom with Roosevelt's election. There are indications that manipulators have been unloading heavily during the past few weeks. They may find it profitable to finish this work before election, or immediately thereafter, and whenever they do they will take the bear side. Operations for the present, therefore, should be for a quick turn, in my judgment, though, if the public continues to come into the market during the next few weeks as rapidly as it has been coming during the past fortnight, the situation may radically change. 2. Rock Island common is certainly too dear, or the bonds ahead of it are too cheap. I would prefer to try some of the dividend-paying industrials or preferred industrials which have been selling at low prices for a long time, and which are now beginning to become more active. The talk of the Street is that the Rock Island control will put the shares higher, and no doubt they can do it. 3. Not rated among the best. 4. Spencer Trask & Co., William and Pine streets, are members of the Stock Exchange dealing largely in investment securities. John M. Shaw & Co., 30 Broad Street, deal in large and small lots. 5. I do not advise the purchase of American Nickel stock. 6. The declaration of the regular dividend on Steel preferred may be utilized, as it was before, to enable insiders to unload. I have no doubt that some of the profits of this quarter are due to the conversion of the stock—bought at much lower prices—into the bonds, now selling higher than the preferred. Fifty million dollars of the bonds were available for this purpose, and if the management utilized its opportunity it might have made several million dollars for the company. Interesting disclosures would be found if the books of the Steel Trust were fully opened.

NEW YORK, November 3d, 1904.

JASPER.

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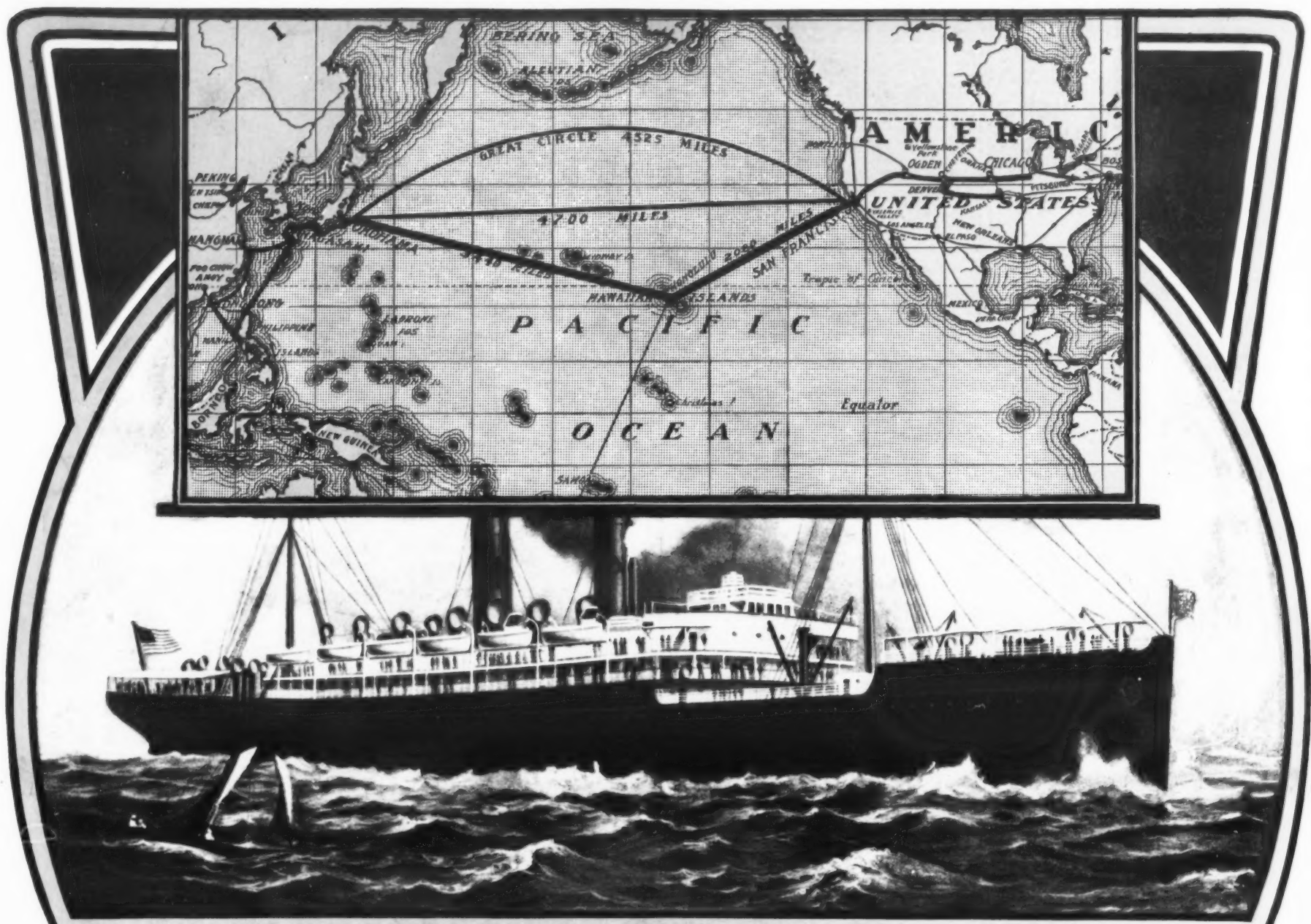
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